YVR Aviation Border Summit II

SUMMARY REPORT

October 11-12, 2018
Vancouver, British Columbia
EXECUTIVE SUMMARY
The YVR Aviation Border Summit II took place October 11 and 12, 2018 in Vancouver, British Columbia and provided an opportunity to discuss the findings in the Beyond Preclearance: The Next Generation Canada - U.S. Border White Paper.

Over 120 representatives from industry and government from the United States and Canada discussed issues facing the shared border as they relate to aviation and identified potential solutions to improve it.

Participants heard from keynote speakers including the Minister of Transport, Parliamentary Secretary to the Minister of Foreign Affairs of Canada, and Minister of Public Services and Procurement and Accessibility. Panel discussions explored concepts to enhance the passenger experience, addressed trade and travel connections and reviewed the border and security policy environment. Breakout sessions provided participants the opportunity to deliberate on areas of improvement in the near-term and to identify pilot projects and initiatives to pursue. Participants prioritized six key initiatives to advance in the near-term (see page 2 for full details).

The YVR Aviation Border Summit II was formally concluded with remarks from the Beyond Preclearance Coalition Co-Chairs.
## PILOT PROJECT INITIATIVES

Below is the list of the six proposed pilot project initiatives identified by the participants at the YVR Aviation Border Summit II, along with the organizations who volunteered or are expected to form a working group to drive the pilot forward.

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<thead>
<tr>
<th>Pilot Project</th>
<th>Description</th>
<th>Organizations</th>
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<tbody>
<tr>
<td><strong>U.S.-Canada Facial Recognition Pilot Project</strong></td>
<td>➢ Expand current scope of only international-to-U.S. Preclearance connections</td>
<td>▪ CAC/ACI-NA (via Facilitation Committee)</td>
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<td></td>
<td>➢ Consider pilot to add Canadians on an opt-in basis</td>
<td>▪ CBP</td>
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<td></td>
<td>➢ Evaluate for use in air-cruise connections</td>
<td>▪ VFPA</td>
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<td></td>
<td></td>
<td>▪ Airport Authorities (YVR, YHZ, YUL, YYZ, YYC + others)</td>
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<td>▪ CBSA</td>
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<td>▪ Government of Canada (TBD - Public Safety, GAC, TC, etc.)</td>
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<tr>
<td><strong>Single Window eTA/ESTA</strong></td>
<td>➢ Develop a single user interface for travel authorizations for both countries (i.e. U.S. ESTA and Canadian eTA) with real-time approval response</td>
<td>▪ CBP</td>
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<td>▪ IRCC</td>
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<td></td>
<td></td>
<td>▪ Airports (YVR, ACI-NA/CAC)</td>
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<td></td>
<td></td>
<td>▪ Air Canada</td>
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<td>▪ A4A</td>
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<td>▪ TIAC, U.S. Travel</td>
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<td></td>
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<td>▪ CLIA (and cruise lines)</td>
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<tr>
<td><strong>Conduct Research to Support Policy-making</strong></td>
<td>➢ Provide useful information to support business cases for goods movement and traveler facilitation purposes</td>
<td>▪ YVR</td>
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<td></td>
<td>➢ Build data set</td>
<td>▪ PNWER</td>
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<tr>
<td></td>
<td>➢ Make available/useful for small and medium enterprises</td>
<td>▪ YWG</td>
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<tr>
<td></td>
<td></td>
<td>▪ UPS</td>
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<td>▪ Governments</td>
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<td></td>
<td></td>
<td>▪ Universities</td>
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<tr>
<td><strong>Remote Screening of Goods and Co-location of Facilities in the United States</strong></td>
<td>➢ Build upon existing pilots (e.g. Rouses Point, NY) as well as at air cargo hubs</td>
<td>▪ VFPA</td>
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<tr>
<td></td>
<td>➢ Conduct research and develop business case to support pilots</td>
<td>▪ CBP</td>
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<tr>
<td></td>
<td>➢ Consider cargo preclearance pilots in Canada within authority of 2015 LRMA</td>
<td>▪ UPS</td>
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<tr>
<td></td>
<td></td>
<td>▪ Air Canada</td>
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<td>▪ CBSA</td>
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<tr>
<td><strong>Trusted Traveler Program Integration</strong></td>
<td>➢ Establish one working group that focuses on Known Traveler, use of travel history, convergence of programs, enrolment (i.e. remote, mobile, and automated)</td>
<td>▪ CBP</td>
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<tr>
<td></td>
<td>➢ Consider combining trusted programs to move towards a ‘known traveler’ program in the long-term</td>
<td>▪ TSA</td>
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<td>▪ CBSA</td>
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<td></td>
<td></td>
<td>▪ Airports (YVR, YUL, YYZ, CAC)</td>
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<td>▪ WestJet</td>
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<td></td>
<td></td>
<td>▪ CATSA</td>
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<td></td>
<td></td>
<td>▪ TC</td>
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<tr>
<td><strong>Rescreening Elimination</strong></td>
<td>➢ Eliminate checked baggage re-screening (e.g. Domestic-to-U.S.) in the short-term</td>
<td>▪ Air Canada</td>
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<tr>
<td></td>
<td>➢ Work towards eliminating passenger re-screening in the medium/long-term</td>
<td>▪ CATSA</td>
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<tr>
<td></td>
<td></td>
<td>▪ Airports (YVR, YUL, YYC, YYZ, YLW)</td>
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<td></td>
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<td>▪ TSA</td>
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<td></td>
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<td>▪ TC</td>
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<td></td>
<td></td>
<td>▪ WestJet</td>
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## Organization Acronyms

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Organization</th>
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<tbody>
<tr>
<td>A4A</td>
<td>Airlines for America</td>
</tr>
<tr>
<td>ACI-NA</td>
<td>Airports Council International – North America</td>
</tr>
<tr>
<td>CAC</td>
<td>Canadian Airports Council</td>
</tr>
<tr>
<td>CATSA</td>
<td>Canadian Air Transport Security Authority</td>
</tr>
<tr>
<td>CBSA</td>
<td>Canada Border Services Agency</td>
</tr>
<tr>
<td>CBP</td>
<td>U.S. Customs and Border Protection</td>
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<tr>
<td>CLIA</td>
<td>Cruise Lines International Association</td>
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<tr>
<td>GAC</td>
<td>Global Affairs Canada</td>
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<tr>
<td>IRCC</td>
<td>Immigration, Refugees and Citizenship Canada</td>
</tr>
<tr>
<td>PNWER</td>
<td>Pacific NorthWest Economic Region</td>
</tr>
<tr>
<td>TIAC</td>
<td>Tourism Industry Association of Canada</td>
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<tr>
<td>TC</td>
<td>Transport Canada</td>
</tr>
<tr>
<td>TSA</td>
<td>U.S. Transportation Security Administration</td>
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<tr>
<td>VFPA</td>
<td>Vancouver Fraser Port Authority</td>
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<tr>
<td>YHZ</td>
<td>Halifax International Airport Authority</td>
</tr>
<tr>
<td>YLW</td>
<td>Kelowna International Airport</td>
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<tr>
<td>YUL</td>
<td>Aéroports de Montréal</td>
</tr>
<tr>
<td>YVR</td>
<td>Vancouver Airport Authority</td>
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<tr>
<td>YW6</td>
<td>Winnipeg Airports Authority</td>
</tr>
<tr>
<td>YYYC</td>
<td>Calgary Airport Authority</td>
</tr>
<tr>
<td>YYZ</td>
<td>Greater Toronto Airports Authority</td>
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OPENING REMARKS

Craig Richmond, President & CEO, Vancouver Airport Authority

Following a traditional Musqueam welcome, Mr. Richmond officially opened the YVR Aviation Border Summit II. He outlined the rich history of Vancouver Airport Authority’s role in gathering industry and government together to innovate and advance Canadian and U.S. aviation competitiveness through events such as this Summit, the 2017 Asia-Latin America Gateway Summit, 2016 YVR Aviation Border Summit and the Air Access Forum I & II in the 1990s.

The current Summit will explore concepts from the Beyond Preclearance White Paper and will gather input from participants to provide innovative border solutions to improve the aviation industry.

WELCOME VIDEO

The Honourable Marc Garneau, Minister of Transport

The Honourable Marc Garneau, Minister of Transport welcomed the participants to the Summit via a pre-recorded video. Minister Garneau expressed the Canadian government’s commitment to building a safer, more secure transportation system in which the free flow of goods and services across borders ensures economic success.

In the past two years, the Government of Canada invested $152 million to improve airport security screening and $236 million to ensure consistent and effective screening. Additionally, $81 million has been committed in the past five years to enhance the Passenger Protect program.

The Minister highlighted how in the ministerial mandate letter he is expected to develop a transportation system that is integrated, robust, and enables Canada to connect with the rest of the world. As such, in the past year he asked Canadians to provide feedback on how to modernize transportation security.

Meetings, such as this Summit, provide an opportunity for government, industry, and other stakeholders to jointly develop innovative solutions to help define the future of aviation security with effective and sustainable progress.

YVR KEYNOTE

Craig Richmond, President & CEO, Vancouver Airport Authority
Mr. Richmond reviewed some of the long-term visions identified in the White Paper using animated depictions of the passenger journey through the airport of the future.

Vancouver International Airport (YVR) is Canada’s second busiest airport and one of the fastest growing in North America. It has seen a 38 per cent increase in passengers from 2007 to 2017. The airport welcomed a record 24.2 million passengers last year and is expecting 29 million passengers by 2020.

While growth is welcome since it means more jobs and economic impact, the airport is focused on ongoing innovation. YVR uses technology to improve processes. For example, the airport developed automated passport control kiosks a number of years ago to address passenger queues and continues to enhance the product to be compatible with all international travelers. YVR has sold over 1,600 kiosks to 43 airports and seaports all over the world and these kiosks have processed over 200 million passengers.

The kiosks helped resolve some of the terminal capacity issues, but nonetheless, the airport has invested $9.1 billion in a 20-year expansion plan. If the airport continues to use the same processing models in place today, these investments will not be enough. Growth constraints are requiring YVR to look at new processes.

Mr. Richmond encouraged participants to make air travel easier. He recounted a personal anecdote of his simple, straightforward experience at a small Caribbean airport many years ago. The current passenger journey has a myriad more steps with multiple, overlapping points that translate to more queues, unhappy passengers and unhappy agencies. He questioned whether we can do better.

For the future passenger journey, security must still be a top priority. Mr. Richmond referred to how the YVR Living Lab demonstration shows the start of the future journey and a possible way to simplify the future passenger journey.

YVR LIVING LAB

YVR’s Innovative Travel Solutions Living Lab provided a demonstration of the potential to use a passenger’s biometric as an identity token through various airport processes leading up to their flight departures. Working check-in kiosks, self-baggage drop devices, security access e-gates, and border processing kiosks provided Summit attendees with a glimpse of the future potential experience through airports.

Mr. Richmond provided a glimpse into how passengers may be seamlessly processed through the airport starting from the point of arriving on the Canada Line transit system through passenger identification, baggage scanning, automated check-in, passenger security screening, free-flow border processing, and through to boarding. While visionary, a number of airlines, airports and border agencies are already performing some of the concepts and achieving significant process efficiencies and queue time savings.
Next, he examined the future cargo journey. With a record 313,000 tonnes processed through the airport last year, which is growing even faster than passenger volumes, the airport facilitated over $2.7 billion in cargo exports.

His example considered goods (e.g. cherries) departing Everett, Washington by truck through the land border and loaded onto a flight departing YVR. Smart technologies could be applied for cargo containers that are labelled and tracked with credible information, scanned in containers while in-transit, moved by autonomous trucks with automatic data transmission, no border stop through dedicated pre-clearance truck lanes, and onto the awaiting aircraft in a secure and efficient manner. The ultimate goal is to achieve free-flow cargo at the land border.

He noted that the White Paper outlines the significant benefits of using technology and integrating processes.

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By achieving the vision, there will be a positive return on investment for everyone, while improving security for the traveling public.

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**BEYOND PRECLEARANCE WHITE PAPER**

Solomon Wong, CEO, InterVISTAS Consulting

Solomon thanked the 41 sponsors of the Beyond Preclearance coalition and provided a synopsis of the White Paper that was released just before the Summit entitled “Beyond Preclearance: The Next Generation Canada - U.S. Border.”

Participants of the Summit were sent an advance copy of the White Paper and an executive summary.

Mr. Wong outlined the genesis of the Beyond Preclearance Coalition as rooted in the ideas developed since 2011 in support of the Canada - U.S. Beyond the Border Action Plan. Unfortunately with changing governments, the momentum of the bi-national initiative changed. However, the reality with double-digit growth for many airports means significant cost pressure to staff and house border clearance functions.

With 38,000 new officers that would need to be hired to meet growth in 20 years under the current processing models, Mr. Wong clarified the need to invest in process
convergence, technology and better risk management.

The vision for the border of the future also rested on the future of Canada and the U.S. as a $100 trillion economy with over 460 million residents accommodating more than two times growth in the amount of international cargo and travel. As a result, the kind of border Mr. Wong depicted was one that was predictable, secure and integrated.

Mr. Wong illustrated the vision by demonstrating the evolution of border controls at airports from the introduction of primary and secondary processing in 1971 in U.S. - Canada, to the start of border kiosks in 2006 and 2012 and the acceleration of facial biometrics in recent years. He outlined that the dramatic increase in throughput and efficiencies for each innovation is key to the return on investment for airports, airlines and governments.

The opportunity was further elaborated by Mr. Wong in the level of connectivity that could be used between modes of transportation, such as connections to passenger rail, cruise or private vehicles – all rooted from the same facial biometric tied to an individual, irrespective if they entered via Canada or the U.S.

At the same time, air trade could be improved through a comparable traceability to an originating commodity. Establish a track and trace environment to be able to prove that an eggplant originated from Japan, or a package was not from a counterfeit source – these are examples that could reduce the friction in the system.

Mr. Wong recognized that the issue may no longer be just a CBP and CBSA dynamic, or TSA to Transport Canada/CATSA – there were many other government departments involved to ensure goods moved seamlessly across borders. Without this in place, the mantra of “screen once, accept twice” used over the past 25 years did not fully meet the interests in supply chains. He argued instead the need to have screen once, accept multiple times to address the range of government agencies to fully preclear goods.

If 54 processes recommended in the White Paper were implemented, Mr. Wong described savings to be $13 billion per annum. More could be advanced with reducing the costs of facilities. Some next-generation U.S. Preclearance facilities through the use of biometrics could save airport operators hundreds of millions of dollars in additional construction costs.

To implement the vision, Mr. Wong highlighted the need to change the investment model from just a dialogue on cost-recovery or reimbursables. There needs to be a strong return on investment for both governments and industry alike to balance people, process, technologies and facilities.

To this end, Mr. Wong pointed to the need to reform governance of future border initiatives. Large four to seven year-long President/Prime Minister initiatives since the 1990s need to also be matched with
appropriate leadership and government input. The lack of applied research binationally on border and security issues was noted with the opportunity for a set of analyses on the business case to improve people and goods movement.

Finally, Mr. Wong outlined the opportunity for pilot projects. The Summit’s objectives to explore remote clearances, improve biometrics, use big data sets to manage risks, could create major benefits in the near-term to showing proof-of-concepts for the border vision of a predictable, secure and integrated approach.

He evoked the notion that we are at the dawn of a transformation era. Citing the past experiences with Air Canada being an early adopter of customer reservation systems, he indicated that there were efforts to develop relationships with blockchain firms to better engage and serve customers.

At the same time, Mr. Howlett pointed to the need to learn from technology deployments in three ways – lessons learned from the introduction of Electronic Travel Authorization, ensuring redundancy in systems, and challenges of aviation security screening for on-time flight departures.

He introduced the panel to further explore areas for enhancing the passenger experience.

**PANELISTS**

**Kevin Burke**, President & CEO, Airports Council International – North America

Mr. Burke outlined ACI-North America’s interest to help foster dialogue on issues affecting airports. He outlined the challenges of growth, with 1.8 million passengers arriving per day as well as major growth in international and transborder travel.

Mr. Burke described the evolution of kiosk technology and recognized the evolution in Canada of Primary Inspection Kiosks, which he cleared him into Vancouver from the U.S. in less than three minutes. ACI-North America’s efforts to support technologies include development of Mobile Passport Control which has processed six million passengers to date in a short period of time.

Mr. Burke described how facial biometric recognition is a reality – a forum hosted in 2017 demonstrated its importance to airports, border agencies and airlines.
In spite of the close relationship between Canada and the U.S., there are still challenges to having a seamless process. No technology or process will work without cooperation. He indicated the need to get airport and airline partners to agree. For example, the results of using biometrics at LAX to load an Airbus 380 in 20 minutes is an opportunity to get a win-win – more gate use and faster turnaround time.

**Sam Samaddar, Airport Director, Kelowna International Airport**

Mr. Samaddar recognized that smaller airports have a unique role due to the dependency on connections through hub airports. He highlighted the number one issue that Kelowna International Airport currently faces is related to pre-board screening. He outlined the need for Canada and the U.S. to harmonize their approaches and remove the need for duplicated screening. He noted that there are significant benefits from removing re-screening such as savings in labor, infrastructure spending and airline turnaround time. For customers, the potential benefit is a better travel experience.

He identified the second issue of a growing gap in terms of airports that do not have preclearance in place. Even without Preclearance he cited Kelowna’s growth in traffic to be more than a 40 per cent increase to the U.S. However, it was noted that there are inconsistencies on how new security rules are applied between Preclearance and non-preclearance airports.

Mr. Samaddar outlined a vision: if he connects through SeaTac airport, could there be CATSA image sharing with CBP to simplify connections and the customer experience?

To bring this point home, he outlined the benefits of one-stop security to a market like Kelowna. With changes at YVR, there were tail-to-tail connections possible that enabled the growth of Australian visitors to the Kelowna area. Local ski resorts reported that in the past three years there has been an increase in traffic of 42 per cent that is largely attributable to guests arriving through YLW, which is worth $10 million to the local economy.

He concluded that reducing the hassle factor was one thing to look at, but there are trade and economic benefits that can fully clarify the business case for process improvements.

**Mike McNaney, Vice President, Industry, Corporate and Airport Affairs, WestJet**

Mr. McNaney demonstrated the growth of WestJet to building new capabilities in border facilitation. In the past ten years, WestJet grew its international network and focused more on programs like Transit Without Visa and border connections improvements. He indicated that this was critical for WestJet as it becomes an international operator.

He described WestJet’s approach to building new solutions through new capabilities within the organization. He indicated that their approach to innovation also includes hiring skillset from Silicon Valley to build new ideas. Based on a creating hack-a-thons, one-day events allow multiple teams to come up with solutions in the WestJet hangar.

He noted that the approach is integral to WestJet’s objectives to enhance the guest experience in a world where a smartphone personalizes and automates information.
WestJet’s view of the future includes personalizing the experience. If one security screening checkpoint is too busy, automated messaging can suggest to a passenger to use an alternate checkpoint. There could also be revenue opportunities, such as selling food and beverages, as part of the communications.

Mr. McNaney concluded that there needs to be a collective approach – airlines, airports and others need to partner on passenger experience outcomes.

Alejandro Restrepo, Manager, Security and Facilitation, The Americas, International Air Transport Association

Mr. Restrepo highlighted IATA’s priorities to change processes, introduce innovation and remove travel barriers. According to the World Tourism Organization, some two-thirds of the world need visas to travel. IATA is encouraging introduction of electronic travel authorization and interactive advance passenger information to help facilitate border crossings.

Two of the biggest projects for IATA are OneID and the New Experience in Travel and Technology (NEXTT) – creating efficient technologies and implementing advance screening technologies with more seamless end-to-end journey.

The dynamic is one that Mr. Restrepo outlined as a duality. One the one hand, passengers should be able to move smoothly to their gate through the many interactions and touchpoints. However, facilitation objectives must be achieved and security requirements must be met.

OneID is part of a bigger experience for IATA and ACI. The idea is to move over time to change regulations and the mindset.

PANEL 2: TRAVEL & TRADE CONNECTIONS

MODERATOR
Jess Ketchum, President, Ketchum Communications (representing Rocky Mountaineer)

Mr. Ketchum kicked off the second panel talking about the company he has helped with – Rocky Mountaineer. The train has operated for many years and has served over 2 million guests – most of whom are outside British Columbia and Canada.

Citing his role on the Beyond Preclearance Coalition executive committee, he recognized the work with the co-chairs, Matt Morrison and Gerry Bruno, in guiding the Coalition to deliver the White Paper.

Mr. Ketchum believes that the White Paper is a valuable tool going forward to enhance the efficiency of goods and people across the border, if we choose to implement the steps in the plan.

Citing specific examples within the White Paper, he indicated that Canada and the United States could be leaders that substantively change the global travel industry. The risk of not innovating is being at a competitive disadvantage.
He introduced the panel that spans a range of interests in connections to air travel and transportation – such as from tourism, air cargo, package delivery and ports.

**PANELISTS**

**Charlotte Bell**, President & CEO, Tourism Industry Association of Canada

Ms. Bell outlined the role of tourism as big business – it is Canada’s largest service export industry at $21 billion. She emphasized that even with one per cent growth for international arrivals, $800 million in export value is created.

For the industry, Ms. Bell cited the need to compete for business. Canada is at a new height for travel. In 2017, some 1.3 billion people moved around for tourism, and Canada captured 20.8 million people. However, the world ranking for visitations to Canada declined in recent years from seventh to seventeenth according to the U.N. World Tourism Organization.

Ms. Bell raised several issues to pay close attention to. Smaller markets than Canada such as Thailand and Malaysia spend more money on tourism marketing. Long line-ups continue in spite of the benefits of preclearance. CATSA also needs long-term stable funding. And visa processes present uncertainty to the market – a barrier for entry for Chinese nationals.

While there are 11 Visa Application Centers in China, Ms. Bell expressed concern about the impact of biometric visa requirements that will take effect in 2018. Chinese nationals will need to travel to one of the visa application centers to register biometrics. This will change a common process for travelers who hire someone to pick up a visa.

Ms. Bell touched on some of the concepts outlined in the White Paper, including biometrics, greater cooperation with industry and government departments, and the need to ensure that there is an appropriate private-public partnership to move things forward.

**Vince Dancho**, Vice President, Operations, Winnipeg Airports Authority

Mr. Dancho described the Winnipeg Airport Authority’s excitement for the White Paper and the alignment with the airport’s push towards unified cargo processing. The ability to have preclearance for air cargo at source is important to ensure that any cargo rejected from entry would be dealt with in Winnipeg. The concept for Mr. Dancho was starting with a single company and then scaling to different companies.

In addition to the interest for better processing for air cargo, there are advantages to looking at facial biometrics with CBP and CBSA.

Mr. Dancho concluded by emphasizing the need to remain competitive with airports in other countries. In addition to the industry view, he argued that we need to make sure that the understanding of the needs of public agencies are met.

Key outcomes to focus on include remote screening and clearing at origin. It was important that there be the opportunity to look at further pilot projects to implement a new border vision.

**Allison Gifford**, Director of Public Affairs, UPS

Ms. Gifford recalled the history of UPS in 1907 and the start of operations in Canada in 1975. Now in 220 countries, she highlighted the U.S. - Canada network as one of the busiest in the world.
Several new technologies were highlighted including testing blockchain technology for tracking international shipments made by multiple carriers. In addition to international shipments, there are number of local and state level requirements for which state-level frameworks are currently being advanced.

Ms. Gifford heralded the work UPS has done to provide blood supplies to remote parts of Rwanda and testing out new drone technologies.

Citing the work of the Beyond Preclearance Coalition and the long-term relationship, Ms. Gifford brought the Summit’s attention to two areas: dealing with incredible traffic growth; and reducing duplication and administration burden.

With the growth of e-commerce as well as new trade provisions, Ms. Gifford reinforced the need for an account-based approach to trusted traders and green lanes and making sure that there is a broad approach to clearing once, accepting multiple times.

Finally, in the delivery of new technologies, Ms. Gifford pointed to the need to abandon past, outdated practices such as paper-based checks and pens. Specifically, electronic funds transfer and electronic signatures help to streamline flows so that relics are not delaying the speed of innovation.

Peter Xotta, Vice President Planning & Operations, Vancouver Fraser Port Authority

Mr. Xotta first outlined the long history of trust and cooperation with YVR and federal entities. Citing the Canadian federal Transportation 2030 vision to sustain and enhance competitiveness, Mr. Xotta outlined the areas of key interested to the Vancouver Fraser Port Authority. With 142 million tonnes of cargo, there are new drivers to ensuring impacts of communities are mitigated.

Cruise traffic is an important part of the business for the Port of Vancouver. Some 243 vessel visits help to create 440,000 hotels nights a year and $1.6 billion in total economic output. As well, linkages to YVR and Rocky Mountaineer were recognized by Mr. Xotta as a key part of the Greater Vancouver Gateway.

On cruise ship processing, Mr. Xotta indicated that there is work to transition from pre-inspection to full preclearance. The Vancouver Fraser Port Authority is looking at document requirements for space facilities, in particular to deal with growth. The 2018 to 2019 growth is predicted to be an increase of 20 per cent, with further growth expected the following year.

The sense of urgency Mr. Xotta described was for industry and government to advance prompt action. He indicated that he believes that the Beyond Preclearance Coalition have demonstrated strong collaboration, but there is the need to deal with business growth immediately. He pointed out that conducting pilot projects for cruise processing provides a great opportunity to deal with acute challenges.
Katherine Dhanani, Consul General of the United States of America in Vancouver

Ms. Dhanani cited the tremendous cooperation between the United States and Canada, especially in the local Cascadia Corridor region. She emphasized that there are massive flows of people and goods between the two countries along this corridor.

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*Partnership is the key to continued growth, success and prosperity of the region.*

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In fact, the area has been a tremendous record of innovation and achievement to be proud of that promotes both efficiency and security.

Ms. Dhanani subsequently introduced Pamela Goldsmith-Jones.

Pamela Goldsmith-Jones, Parliamentary Secretary to the Minister of Foreign Affairs of Canada

Parliamentary Secretary Goldsmith-Jones outlined the importance of cross-border trade and travel and the Canadian government’s commitment to it. One in six jobs in Canada are tied to exports, so trade plays a vital role in the country’s economy and ensuring that trade continues to flow smoothly across borders is of the utmost priority.

She noted that the Canadian government is actively fostering trade through agreements such as the Comprehensive and Progressive Agreement for Trans-Pacific Partnership (CPTPP) and the EU-Canada Comprehensive Economic and Trade Agreement (CETA), but the joint efforts between government and industry through such events as the Summit are important to moving goods seamlessly across borders. The success of moving B.C. cherries through Japanese customs, increased trade with Singapore and the Pacific Alliance are just some examples of key successes.

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“In addition to a strong trade relationship, there are deep people-to-people ties with the United States.”
Parliamentary Secretary Goldsmith-Jones cited the recent success of reaching an agreement for the United States-Mexico-Canada Agreement (USMCA). She remarked that the United States is Canada’s largest trading partner, with 70 per cent of all trade conducted with the U.S., so achieving an agreement was the government’s highest priority.

The current relationship between Canada and the United States provides a tremendous opportunity for people and businesses now and in the future.

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**PANEL 3: BORDER & SECURITY POLICY**

**MODERATOR**

*Jill Wherrett, Assistant Deputy Minister, Public Safety Canada*

Ms. Wherrett introduced the border and security policy panel, made up of government agency representatives from both the U.S. and Canada.

Ms. Wherrett remarked that Canada and the United States have had air preclearance from Toronto since 1952. She remarked that the 2015 Agreement on Land, Rail, Marine, Air Transport Preclearance between the Government of Canada and the Government of the United States [2015 LRMA] provides a great opportunity moving forward and that it provides new capabilities and alternatives for travelers and goods from the United States into Canada over the previous preclearance agreement.

Some of these new capabilities are already being piloted such as at Rouses Point, New York. Canada Border Services Agency is exploring how Canadian rail preclearance operations can be implemented and how the examination of goods that are bound for Canada by rail are performed ahead of the border in the United States.

For travelers, Public Safety Canada is working on the two new U.S. air preclearance sites in Canada. While air preclearance is not new, these two new sites could have a very different way of doing things under the 2015 LRMA.

**PANELISTS**

*Leslie Lawson, Department of Homeland Security Attaché to Canada, U.S. Embassy*

Ms. Lawson described the U.S. Department of Homeland Security (DHS)/U.S. Transportation Security Administration (TSA) Innovation Task Force that was established in 2016. The team has examined several curb-to-gate innovations that can meet multiple objectives including increasing aviation security, being less invasive and providing a better passenger experience.

To this end, the TSA has studied several emerging technologies and tested how they can be applied. For example, under a credential verification trial, TSA has tested some equipment that has infrared and UV light capabilities when checking identification documents to enhance the information provided to TSA officers.
Computed Tomography (CT) enabled equipment has been deployed for carry-on screening that has helped enhance the passenger experience by negating the requirement to remove items from bags during screening. Biometric facial recognition technology and equipment will be trialed next.

The TSA has been partnering with other areas of government and with external stakeholders on how to improve the travel experience for everyone.

Aaron McCrorie, Acting Assistant Deputy Minister, Safety & Security, Transport Canada

Mr. McCrorie spoke about Transport Canada’s responsibility over aviation security in Canada. He indicated that there currently is a good case for change with the growth in trade and travel, processing capabilities that are now available that provide seamless interactions, and people being acclimatized to providing information to get a better experience.

Travelers are demanding a different experience, with minimal human touch points and a digital experience. Automation is changing the dynamic of human interaction and resources required to obtain better security value. And lastly, changing business models are altering border and security needs. For example, cargo ships are often acting more like a floating warehouse for on-demand, just-in-time inventory than as delivery vehicles.

With such recent trends and initiatives such as the Known Traveler Digital ID, there is a significant shift to differentiate people or cargo based on risk. In turn, how the people or goods are treated or the process that is used can also be differentiated. The issue in getting such initiatives implemented or deployed is currently the acquisition of equipment and availability of infrastructure established to allow alternative processing.

In conclusion, Mr. McCrorie indicated that progress is being made with some of these revolutionary visions, but there are many small steps required to get there.

Clint Lamm, Director, Preclearance Field Office, U.S. Customs & Border Protection

Mr. Lamm indicated that U.S. Customs and Border Protection as a government agency is supportive of innovation and creativity, and that it is needed to be able to address the growing volume of travelers and goods processed. There is a trend and increasing need for mobile, effective and efficient solutions that are scalable and flexible.

CBP has implemented or is considering several solutions for travelers including the removal of paper-based declarations, modified egress from the Federal Inspection Services (FIS) area, alternative processing methods for U.S. Preclearance, and potential for a commingled departures area for precleared and other departing passengers.

One of the more remarkable recent initiatives has been the use of facial biometrics for arrivals processing that has simplified as well as significantly reduced queues at airports and seaports. Some of these concepts are more revolutionary than others, but all have the same objectives of being more effective and efficient.

CBP faces numerous challenges including political shifts, bureaucratic timelines, revenue protection, interagency relationships, momentum, private sector cost or bottom line, logistics, space, innovation, creativity, and government interference.
In terms of cross-border cooperation, a number of issues need to be addressed including how to get to a true single window interface for goods movement, privacy concerns, migration, immigration and policy differences between countries.

**Martin Bolduc, Vice President, Canada Border Services Agency**

Mr. Bolduc spoke about the tremendous pace of change and the ability for government to keep up with the change will remain a challenge. And while efforts are being made to enable more seamless flows, CBSA must be mindful of security and safety. For example, food crossing the border must be safe for communities, illicit drugs such as fentanyl do not enter Canada’s commerce and migration flows are addressed.

He noted that the findings of the White Paper parallel some of the objectives of CBSA. There is strong cooperation between governments and industry stakeholders. For example, inter-agency cooperation, Five Eyes border alliances, and World Customs Organizations agreement on standards and data sets are all currently in place.

A number of issues must still be overcome such as privacy. The existing Privacy Act was drafted before the internet age, so ensuring that new border innovations meet privacy legislation requires special consideration. Changes to legislation and regulations take time. Cyber threats are also a major consideration for CBSA.

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**BREAKOUT SESSIONS**

In the afternoon, Summit participants were assigned to one of four breakout sessions. Moderator-led, each group session focused on key issues for travel or trade and potential pilot projects and recommendations.

**GROUP 1: PRE-TRAVEL**

**MODERATOR**

**Cathy Munroe, Executive Consultant, InterVISTAS Consulting**

The Pre-Travel breakout discussion reviewed visas, travel authorizations and visa-free transit. The group consisted of representatives from:

- Aéroports de Montréal
- Air Canada
- Canada Border Services Agency
- Canadian Airports Council
- Edmonton Airports
- Global Affairs Canada
- Global Public Affairs
- Greater Toronto Airports Authority
- Immigration, Refugees and Citizenship Canada
- Ministry of Jobs, Trade and Technology (B.C. Government)
- Public Policy Forum
- U.S. Customs and Border Protection
- Vancouver Airport Authority
- WestJet Airlines
GROUP 2: AIR TRAVEL

MODERATOR
Massimo Bergamini, President & CEO, National Airlines Council of Canada

The Air Travel breakout discussion examined departure processes, international arrivals and flight connections. The group included representatives from:

- Aéroports de Montréal
- Air Canada
- Airlines for America
- Airports Council International - NA
- Parliamentary Secretary for Technology (B.C. Government)
- Canada Border Services Agency
- Canadian Air Transport Security Authority
- Canadian Airports Council
- Global Affairs Canada
- Greater Toronto Airports Authority
- Halifax International Airport Authority
- City of Kelowna (Kelowna International Airport)
- National Airlines Council of Canada
- Office of the Premier of British Columbia
- Public Safety Canada
- Netherlands Airport Consultants
- Calgary Airport Authority
- Transport Canada
- U.S. Customs and Border Protection
- U.S. Travel Association
- Vancouver Airport Authority
- WestJet Airlines

GROUP 3: TRAVEL CONNECTIONS

MODERATOR
Steve Hankinson, Vice President, Planning & Innovation, Vancouver Airport Authority

The Travel Connections breakout focused on two-nation travel involving air, cruise, land and rail. Participants represented the following organizations:

- Air Canada
- Airports Council International - NA
- Canada Border Services Agency
- Canadian Air Transport Security Authority
- Cascadia Center (PNWER)
- Department of Homeland Security
- Edmonton Airports
- Greater Toronto Airports Authority
- Greater Victoria Harbour Authority
- Halifax International Airport Authority
- International Air Transport Association
- Pacific Northwest Economic Region
- Port Metro Vancouver
- Rocky Mountaineer
- Tourism Industry Association of Canada
- Transport Canada
- U.S. Transportation Security Administration
- U.S. Consulate General
- U.S. Customs and Border Protection
- U.S. State Department
- Vancouver Airport Authority
- Vancouver Fraser Port Authority
GROUP 4: GOODS MOVEMENT

MODERATOR
Scott Norris, Vice President, Commercial Development, Vancouver Airport Authority

The Goods Movement breakout group discussed air cargo and intermodal freight connections. The following organizations were represented in the breakout:

- Canada Border Services Agency
- Canadian Embassy
- Global Public Affairs
- Port Metro Vancouver
- Rapiscan Systems
- U.S. Transportation Security Administration
- U.S. Consulate General
- Vancouver Airport Authority
- Winnipeg Airports Authority

DINNER KEYNOTE ADDRESS

REMARKS & INTRODUCTION

Honourable George Chow, Minister of State for Trade of British Columbia

Minister Chow welcomed delegates to British Columbia. He recognized the work of the YVR Aviation Border Summit II and the release of the Beyond Preclearance White Paper to outline ideas to improve the trading relationship. He emphasized the significant role trade has in creating jobs in British Columbia as well as to our economy to other parts of the world.

Following his remarks, Minister Chow welcomed Rocky Mountaineer Chief Operating Officer Mark Southern to the stage.

Mark Southern, Chief Operating Officer, Rocky Mountaineer
Mr. Southern described the origins of the Beyond Preclearance Coalition and the resulting White Paper. He described the unique Pacific Northwest vacation packages that Rocky Mountaineer provides with more than two million guests on their trains to date. The majority of these guests have crossed at least one international border into the U.S. or Canada to commence their journey.

Dedicated to the entire guest travel experience, Rocky Mountaineer relies on many strategic partners such as hoteliers, airlines, tour operators and border officials to operate efficiently and safely. The action plans outlined in the White Paper as well as during this Summit will meaningfully improve the travel experience of its international guests for decades.

Canada and the United States are each other’s top travel destination and largest trade partner, and with the successful resolution of the USMCA, cross-border movement of goods and people will continue to increase. A fact less recognized is that Rocky Mountaineer depends on the efficiency of trade as the rail lines it operates on are owned and maintained by CN, CP and BNSF.

Passenger rail services today cannot justify the expenditures required to build and maintain proprietary rail lines so are therefore tied to the success of the freight railroads that transport goods across the country and across the border.

He described the use of technology for processing passengers similar to an airport for curb to cabin. Preclearing and clearing trains on arrival – instead of at the border – provides great benefits to the customer, border agencies and the organization.

To achieve this, partnerships must be used between private industry, the private sector, and between nations. Canada and the United States share a long history of border innovation and excellence, and much remains to address a range of processing and policy issues. The Beyond Preclearance Coalition, the White Paper and the Summit provide exceptional tools for advocating for enhancements that will reap benefits for generations to come.

Mr. Southern concluded by recognizing the leadership of Vancouver Airport Authority and the Coalition Co-Chairs in bringing together hundreds of experts on the topic to provide input into the next generation of border security efficiency that will benefit everyone from the resulting improvements.

**DAY TWO KEYNOTE ADDRESS**

**REMARKS & INTRODUCTION**

Craig Richmond, President & CEO, Vancouver Airport Authority

Mr. Richmond welcomed Summit participants to the second day of the proceedings. He introduced the Honourable Carla Qualtrough and lauded her achievements as a Paralympic athlete, her various accomplishments and her Cabinet positions in the Canadian federal government.

“We need to consider privacy, remain resilient to evolving threats, be efficient, and keep up with growing traffic.”
Honourable Carla Qualtrough, Minister of Public Services and Procurement and Accessibility, Government of Canada

Minister Qualtrough reiterated the Canadian government’s commitment to cross-border travel and trade. She applauded the Coalition’s good work and key input in developing the White Paper. She confirmed that the government would carefully consider the recommendations and how it can beneficially impact all.

The 2015 LRMA falls under her ministry’s purview since it has several federal infrastructure impacts for bridges and border areas. Any infrastructure needs to be accessible to all travelers.

She described the proposed Accessible Canada Act, which would lead to more consistent accessibility in areas within federal jurisdiction and sets a globally-leading standard. This includes transportation.

The Minister was encouraged that some of the recommendations in the White Paper have potential to greatly enhance the airport, travel, and tourism experience for travelers with disabilities. She recognized the leadership of YVR in providing a world class facility that is accessible for everyone – from those with mobility issues to developmental disabilities. Providing an accessible environment for these persons will gain loyal customers for life.

She concluded by emphasizing how the Summit provides a great opportunity to exchange ideas and opinions for border and security innovation.

Together, we can realize a vision for a modern, predictable, and integrated border.

KEY THEMES FROM DAY ONE AND BREAKOUT SESSION RECAP

MODERATOR

Paul Ouimet, Executive Consultant, InterVISTAS Consulting

Mr. Ouimet highlighted the key themes from the first day of the Summit:

➢ Creating new value for customers
➢ New ways of using technology
➢ Innovate – yes: but which relics to abandon?
➢ Fundamentally change the use of airport space
➢ Plan and anticipate cyber and privacy issues
GROUP 1: PRE-TRAVEL

RAPPORTEURS
Satyamoorthy Kabilan, Vice President, Policy, Public Policy Forum
David Waugh, Senior Director, International Affairs/Facilitation, Air Canada

Key Issues
1. Visa application process issues
   - Long and/or unpredictable total processing times compared to competing jurisdictions.
   - New requirement for biometric capture in-person means that it can only occur at visa application centers (required in Canadian regulation) and at U.S. service centers.
   - This requirement could cause a potential loss of visitors if the process is not globally competitive.
2. Duplication in processing for repeat visitors
   - Process for visitors to enter either or both countries [e.g., for eTA/ESTA or for existing visa holders].
   - Differences in visa requirements for each country and no mutual recognition of screening questions.
   - Balance needed to meet sovereignty of Canada and U.S.
3. Information sharing considerations
   - Data integrity, protection and privacy important for clients.
   - Sharing with third parties and third countries other than U.S. and Canada.
4. Limitations with current travel authorization and transit without visa programs
   - For air only and not allowed for land border crossing.
   - Currently limited to U.S. visa holders, limited nationalities and limited origin airports for CTP.
5. Irregular migration concerns
   - Heightened attention on high volumes from certain countries shaping decisions.
   - Noted that extremely low rate of issues for transit without visa and CTP users.
6. Resourcing and processing capacity
   - More people want to visit than current processing systems can handle.
   - YVR is attempting to double processing capacity every five years.
7. Joint development of new solutions have dependencies
   - Identification and development of solutions (airline, airport, governments) not fully mature.
   - Dependencies on waiting for air-exit to be fully resolved.

Pilot Projects and Recommendations
- Develop capabilities for passengers to self-submit traveler information
  - User-provided digital image, passport information, prior visa data, etc.
  - Biometrics to be submitted in locations other than Visa Application Centers, Embassy and Consulates.
➢ Explore use of third party visa application center processes and mobile solutions (similar to those deployed by other Five Eyes countries).

❶ Issue a "traveler digital identity" along with physical passport

➢ Digital ID and corresponding data can be submitted or shared electronically as required.

➢ Traveler can perform self-capture of biometric (e.g. at airport kiosk).

❷ Leverage IRCC pilot program on dynamic eApps

➢ eApps provide traveler profile and history.

➢ Available no matter the type of travel authorization (visa type, eTA, etc.).

❸ Develop U.S./Canada Single window visa/travel authorization application

➢ Single window application with differences in questions depending on which country applying to.

➢ Reduces and eliminates duplication.

➢ Especially useful for transit passengers and two-nation visits since ESTA and eTA both required.

➢ Limited pilot focused on key markets for both Canada and the United States.

➢ Identify a working group to pursue this. Include both countries, airlines, airports and tourism representatives.

❹ Expand and simplify TWOV and CTP programs

➢ Include additional nationalities, points of origins, recognition of third country visas, past eTA or ESTA, etc.

❺ Implement 72-hour stopover transit visa for TWOV/CTP participants

➢ Air exit needs to be fully implemented to ensure and measure compliance.

❻ Recognize visas issued by other countries (as additional proxy for facilitation)

➢ U.S. and Canada are the largest and easiest partner to start with based on 2012 immigration data sharing agreement.

➢ Consider expanding to group of Five Eyes countries (e.g., UK, Australia, etc.).

GROUP 2: AIR TRAVEL

RAPPORTEURS
Aneil Patel, Managing Director, Air Policy, Airports Council International – North America
Barb Kostuk, Managing Director, Passenger Facilitation, Airlines for America

Key Issues
1. Do not underestimated regulatory hurdles

- Challenges exist in unifying initiatives across countries and across entities
- Technological advances typically occur faster than legislation allows actual implementation.
- To breakdown legislative hurdles sometimes requires a "first-mover"
private entity to enact change before others realize the benefit.
- Varied political climates and objectives have an impact on passing or changing regulations.

2. Technology and infrastructure need to be planned appropriately
- Technological advances have outpaced government capability to adopt changes.
- Need to work within the physical infrastructure and architectural constraints at airports, land crossings, etc.
- Any modernization and streamlining of border flow processes rely heavily on increased automation of processes.
- Development of kiosk-type programs inefficient for individual airports to design – a scattered approach leads to multiple options which are not synchronized.

3. Personal data-sharing and consent must be managed in U.S. and Canada environment
- Public concerned over what personal data is collected, by whom and how it is used.
- Passengers need an incentive to provide additional biometric information.
- Value proposition must be clear.
- Quicker process or other benefits must be articulated.
- Current information sharing does not allow for easy sharing between entities or across jurisdictional lines.

4. Incremental versus transformational change – which is better?
- Need to adopt a strategy that aligns long-term visions with short-term strategies.
- Not all full-scale technological changes can take place at once – investment requirements would be enormous.
- Shorter term investments into process streamlining need to target bottlenecks and be impactful to the long-term vision.
- Lack of alignment between airports, airlines and governments on which strategy presents the largest return needs to be addressed.

Pilot Projects and Recommendations
1. U.S.-Canada facial recognition pilot project
   - Technology exists, but implementation can be problematic because of consent issues.
   - Piloting storage of Canadian information in Canada, rather than storage in the U.S.
   - Evaluate the potential for new models of Preclearance described by CBP.

2. Personal data sharing pilot project
   - Pilot project to test the ability of entities able to share traveler data between each other.
   - Passenger opt-in or opt-out clauses to be used.
   - Private-public partnerships can take the technology passengers use and implement in the travel process.

3. Conduct a full gap analysis between status quo and future vision
   - Integration between CBP and CBSA to toward a common vision already advanced.
   - Develop more manageable timeframes to develop a two to five-year action plan towards the long-term vision.
GROUP 3: TRAVEL CONNECTIONS

RAPPORTEURS
Daniel Gooch, President, Canadian Airports Council
Carmen Ortega, Manager, Trade Development, Vancouver Fraser Port Authority

Key Issues
1. Duplicated processes
   - Two applications required for an ESTA and eTA/Visa for international visitors.
   - Barriers and deterrent from visiting both Canada and U.S.
2. Too many touch points for travelers and bags during connections
   - Passengers interviewed by CBSA and CBP when transferring from a plane to cruise ship or vice versa.
   - For example, an Alaskan cruise passenger from New York would encounter the two border agencies through six different points of contact (YVR, Canada Place, Alaska, Canada Place, YVR, JFK).
   - The need for an IATA code at the cruise terminal to allow baggage to bypass passenger interaction for same-day cruise boarding.
3. Trusting/educating the passenger
   - How to ensure that no disallowed items enter passengers’ possession without additional screening process.
4. Access to biometric information
   - Current repositories of biometric information held by private companies is not currently utilized (e.g. cruise industry for onboard ID).
   - Opt out versus opt in for program participation?
5. Better information-sharing
   - The need for the sharing of information across multiple parties (e.g. CBSA, CBP, CATSA, TSA).
6. Trusted Traveler program access
   - Increase number of enrolled passengers, as well as nationalities.
   - Limited access to enrollment centers for those in remote locations.
   - Process for application is not commonly known.

Pilot Projects and Recommendations

1. Single window ESTA/eTA program
   - Reduces duplicative passenger process.
   - Gives information to Canada and the United States in a single form.
2. Use of biometric for air-cruise and air-air connections
   - Use of biometrics to allow international passengers to bypass CBSA screening when boarding a U.S.-bound cruise.
   - Allow CBP to be the initial touch point for U.S.-bound passengers arriving from outside the U.S.
3. Remote enrollment into Trusted Traveler programs
➢ Using mobile and computer to facilitate the application and interview process.

Auto-enrolment into Trusted Traveler program

➢ Using current low-risk personnel through other processes (e.g. RAIC holders, security clearance) as a test for how to auto-enroll into the program.

➢ Adopt a ‘check-box’ in passport applications to encourage opt-in or opt-out to trusted programs.

GROUP 4: GOODS MOVEMENT

RAPPORTEURS
Dean Bouchard, Director, Planning & Infrastructure, Halifax Stanfield Airport
Allison Gifford, Director of Public Affairs, UPS

Key Issues
1. Existing processes for change are uncoordinated and unaligned
   ▪ Asymmetry of power and differing priorities - between Canada and U.S., government and industry, among public agencies and among businesses.
   ▪ Need for collaborative and harmonized processes that achieves true efficiency rather than compromise.

2. Lack of data and research for effective policy-making
   ▪ Separate record keeping and data collection processes among agencies.
   ▪ Barriers to access data, stakeholders not willing to divulge information.

3. Heavy government-led regulation is not adaptable or easily changed
   ▪ Industry only plays a supporting role – should have larger role.

4. Remote screening requires added trust among agencies
   ▪ The technology already exists, the challenge is whether it will be trusted.
   ▪ Does this affect the integrity of the supply chain? Suspicion that something can happen between when the good is screened and when the good formally crosses the border.

5. Inaccessibility of trusted trader programs
   ▪ Barriers for small-to-medium enterprises (SMEs).
   ▪ Safety is growing concern in some instances (e.g. food safety of items from Asia) which may necessitate more stringent standards than what exists today.

6. Redundancies in screening process
   ▪ Long-term goal is to achieve “screen once, accept multiple times” as outlined in the White Paper.
   ▪ However, single-source screening on behalf of multiple agencies is operationally difficult to implement outright.

Pilot Projects and Recommendations
➢ Remote screening pilot project
   ▪ Screening of goods at origin.
➢ Alternate is a location at first point of entry into Canada or the U.S.

➢ Co-location of processing facilities

➢ Co-location is the first step toward establishing trust needed to achieve screen once, accept multiple times.

➢ Integral for the trust factor by different agencies in U.S. and Canada.

➢ Single trusted trader program

➢ Education is the first step: establish outreach program for assisting SMEs in how to obtain trusted trader status.

➢ Case study: North American manufacturing.

➢ Single trusted trader program could be a competitive edge.

➢ Make the U.S. and Canada, together, more competitive on a global scale.

The six proposed pilot project initiatives by the group are as follows (refer to page 2 for more detail):

- U.S.-Canada Facial Recognition Pilot Project
- Single Window eTA/ESTA
- Conduct Research to Support Policy-making
- Remote Screening of Goods and Co-location of Facilities in the United States
- Trusted Traveler Program Integration
- Rescreening Elimination

CLOSING REMARKS

BEYOND PRECLEARANCE COALITION

CO-CHAIRS

Matt Morrison, CEO, Pacific NorthWest Economic Region

Mr. Morrison provided an overview of the Pacific NorthWest Economic Region and its member states, provinces and territories as well as its equal representation from business and government as a public-private partnership.

He provided a recap of the proceedings and called upon Summit participants to collect...
real data for case studies that will help communicate the return on investment for public and private partnership pilots.

He noted that over the course of the next two years, the Coalition is committed to advancing the recommendations of the White Paper and from this Summit to advance initiatives across all modes and advocating for policy changes and investments for both countries.

**Global growth in trade and travel requires the implementation of these solutions to be competitive, maintain safety and security, and attract travel and tourism.**

He thanked the U.S. and Canadian government officials who provided valuable feedback in consultations, InterVISTAS Consulting for authoring the Beyond Preclearance White Paper, all Coalition partners for their commitment to the initiative, and YVR for hosting the YVR Aviation Border Summit II.

**With technology, with process change, and partnerships between government and industry, we have the opportunity to deliver a better travel experience – a travel experience similar to the “airport of the past.”**

Mr. Bruno noted that from listening to the discussions, the Summit participants appear to have a common vision of what the airport experience should be like for the 99.9 per cent of customers travelling for legitimate reasons, who have travelled often, and who have a problem-free travel history. He noted that for a long time these travelers have all been treated like suspects, but that this is about to change.

He expressed his appreciation for the contribution and commitment of the Beyond Preclearance Coalition members and the government partners. The Coalition represents all modes of transportation and has raised significant funds towards pursuing this initiative. He also recognized his Coalition Co-Chair; the other members of the Coalition executive committee’s hard work; government partners for attending and sharing their views, ideas and knowledge; InterVISTAS for producing the White Paper; the YVR team for its efforts throughout this year and in organizing this successful Summit; and Mr. Richmond for providing the latitude and backing for the initiative.

Mr. Bruno noted that not many CEO’s would back an initiative that was not just for the benefit of his or her own business, but something that was for the benefit of the entire travel and trade industry. While the White Paper is now completed and the
Summit is over, Mr. Bruno pointed out that the real work of the Beyond Preclearance Coalition is just getting started.

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**SUMMIT WRAP-UP**

**Craig Richmond, President & CEO, Vancouver Airport Authority**

Mr. Richmond thanked the Coalition Co-Chairs for their hard work on the Coalition, the White Paper and the Summit; the Coalition with its wide range of organizations and opinions; the many speakers; the attendees for coming to and participating in the Summit; and the team working behind the scenes for their great work.

He recognized the commitment made by the organizations who agreed to form the working groups that will work towards developing the pilot projects. Mr. Richmond formally closed the YVR Aviation Border Summit II.
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<th>LIST OF ATTENDEES</th>
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<td><strong>Nancy Baggio</strong>, Manager, Planning, Vancouver Airport Authority</td>
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<td><strong>Richard Bannister</strong>, General Manager, Canadian Air Transport Security Authority</td>
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<td><strong>Mike Brown</strong>, Port Director, US Customs and Border Protection</td>
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<td><strong>Will Brown</strong>, Sr. Director, Government Relations, US Travel Association</td>
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<td><strong>Robert Carmichael</strong>, Canada Border Services Agency</td>
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<td><strong>Katherine Dhanani</strong>, Consul General, US Consulate General</td>
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<td><strong>Robert Dick</strong>, Assistant Deputy Minister, Pacific Region, Transport Canada</td>
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<td><strong>Minh Doan</strong>, Vice President, Canada Border Services Agency</td>
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