Issue No. 1

August 2020

FUTURE BORDERS COALITION

SMART BORDERS

MESSAGES FROM FBC

Welcome to the first edition of Smart Borders (**p.2**)

Future Borders Coalition Principles to Ease U.S.-Canada Border Closures and Other Travel Restrictions. (**p.3**)

INSIGHTS

On the inevitability of future global pandemics and implications for governments and industry (**p. 4-5**)

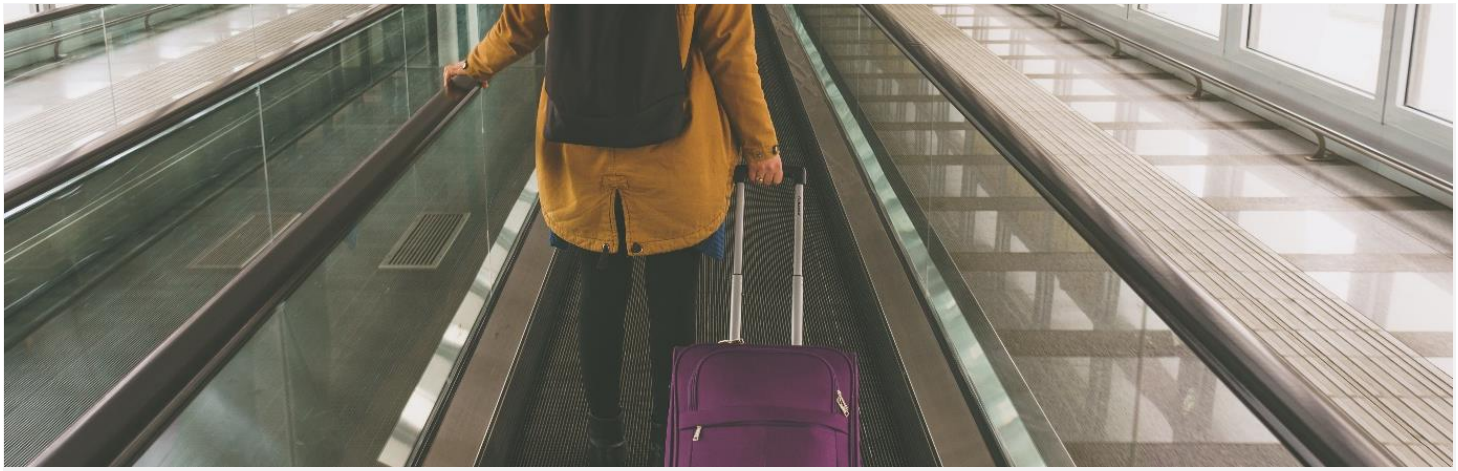
The Commons Project: Making Cross-Border Travel Safe and Predictable (**p.6-7**)

MEMBERS' CORNER

FBC Vision and Mission, the Border Recovery Group and Task Forces (**p.8**)

Interview with the Supply Chain / Movement of Goods Task Force (**p.9**)

Our Members (**p.10**)



CO-CHAIR'S CORNER

Dear members,

Welcome to the first edition of "Smart Borders", the Future Borders Coalition's newsletter.

We hope this will become a preferred platform for engagement with our members and a must-read publication for government decision-makers, industry stakeholders and beyond.

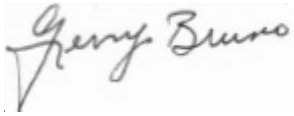
Above all, we want to emphasize quality over quantity, and we hope the newsletter provides an opportunity to cross-pollinate ideas across the very diverse FBC membership.

We welcome your suggestions and contributions!

In terms of updates, we recently reached out to both U.S. and Canadian governments in order to propose a set of principles for easing the ongoing border closure, which has been extended to September 21.

Our view is that the implementation of a phased approach coordinated by a Joint Task Force composed of government officials, public health experts, and advised by private sector leaders is more likely to ensure an orderly, safe and gradual easing of restrictions. The ultimate policy goal should be to reconcile public health imperatives with the social need to speed up economic recovery. A copy of the principles can be found in page 3 of this newsletter.

We will keep you posted on any new developments.



Gerry Bruno

Co-Chair and Executive Director
gerry.bruno@futureborderscoalition.org

Matt Morrison

Co-Chair
matt.morrison@futureborderscoalition.org

FBC Principles to Implement a Phased Approach for Easing U.S.-Canada Border Closures and Other Travel Restrictions

Principle #1 – A bi-national and coordinated approach should be adopted with the aim to develop mutually accepted risk-mitigating measures and health protocols

Although we recognize the sovereignty of both countries and the right of their respective levels of government to define their own criteria and standards, our view is that bi-national pilot projects such as health preclearance – based on successful models like border preclearance – should be considered by the Joint Task Force now and in the future. A bi-national approach on digital tools to augment traditional contact tracing, and an analysis of the effective reproduction rates of the virus in various geographic regions, may also be considered. In addition, the development of protocols and risk-mitigating measures should be compatible with internationally recognized science-based best practices and informed by global standards and approaches, and industry guidelines.

Principle #2 – Both governments should adopt a layered risk-based approach when reviewing entry requirements and travel restrictions

Any future re-opening of borders should be implemented according to a layered risk-based approach. Border restrictions should also be eased on an individual basis if it is as possible to demonstrate that the risks of COVID-19 transmission are low or negligible. In that respect, we support the adoption of common standards or benchmarks similar to those adopted by the European Union to assess high-risk countries. In our view, a layered approach also reduces risks and provides health security for our populations.

For example, according to a layered risk-based approach, governments could request those wishing to cross the border proof of a mutually recognized negative COVID test 72 hours before the date of travel. For those traveling by land, a second rapid test should be administered prior to crossing the border. For those traveling by air, the second layer should include a rapid test prior to departure, and if necessary, a third test upon arrival. In our view, whenever a layered risk-based approach is implemented, priority should always be given to relying on the best science and health technology with a view to mitigating risks from any travel across the border.

Principle #3 - A phased approach for easing border restrictions should be informed by science-based criteria and communicated based on easily understood requirements

The easing of restrictions on the Canada-U.S. border should be implemented in phases, informed by science and mutually agreed criteria, and communicated to different segments of the traveling public on explicit terms. For example, those with extended family on either side of the border and who can demonstrate a negative COVID test may be allowed to enter. Same for those who own property or businesses on either side of the border. The introduction of health declaration forms may also be considered as a key component of a gradual easing of restrictions, especially in the later phases of re-opening. For example, those showing proof of a valid negative COVID test taken in advance may be allowed entry if they complete a health questionnaire.

The Joint Task Force, supported by a panel of experts and the Advisory Committee, should establish a set of objective and scientifically-sound criteria for moving from one phase to the next, while also monitoring the application of restrictions and enabling necessary adjustments when required.

Principle #4 – The economic impact of border closures should be carefully assessed by both governments and inform the path towards the easing of border restrictions

Given the fiscal and financial strain imposed by the COVID-19 pandemic, and the integrated nature of the cross-border economy, the governments of Canada and the United States should prioritize a study of the direct and indirect impacts to both economies resulting from the continued closure of the border for non-essential travel, by region. This data will help inform the urgency with which the decisions related to the easing of border restrictions are made.

INSIGHTS

The Inevitability of Global Pandemics: Lessons from COVID-19 and an Agenda for the Future*

According to a recent study presented by the World Economic Forum, the number of epidemic events has increased significantly over the past 30 years.

Bacteria and viruses represent close to 70% of the 215 cases recorded between 1980 and 2016, which overall caused 88% of outbreaks in the same period. Moreover, zoonoses have collectively caused 56% of the regional and global outbreaks (i.e., SARS, MERS), and the World Health Organization reports that 7000 potential outbreaks are recorded every month.

In the current context, predicting where and when the next pandemic outbreak will occur is nearly impossible.

In light of the inevitability associated with global pandemics, how can the transportation and logistics industries propose viable solutions aimed at reconciling public health imperatives with the social need for economic development? How can governments tackle public health risks effectively without interfering unduly with international travel and trade?

The Road to International Coordination

One of the main lessons from the COVID-19 outbreak is that coordinating national responses to global pandemics through international institutions is sometimes not practically feasible or politically viable in the short-term. A second-best alternative is coordination at a regional level among countries that have a long history of travel and trade links, some level of institutional integration, and experience with the joint creation of regional standards or best practices.

Regional coordination has the potential to play an important role in building international consensus and early adoption of new global standards and protocols.

The attempt by Australia and New Zealand to create a Trans-Tasman travel bubble in June 2020 illustrates some of the political and institutional hurdles that long-time partners are likely to face in their early efforts to coordinate responses and work towards a gradual re-opening of borders.

Lessons from COVID-19

The uncoordinated closure of borders that resulted from the COVID-19 outbreak coupled with the recent emergence of multiple health screening methods around the world and the uneven easing of travel restrictions within and across regions are bound to create long-lasting effects in the transportation and logistics industries.

Going forward, governments and industry need to focus on finding solutions to manage the risks of contagion while also minimizing disruptions to the flow of goods and people. The political and institutional factors associated with the re-opening of borders will be important hurdles to over-come in order to create of a sustainable governance model to fight future global pandemics.

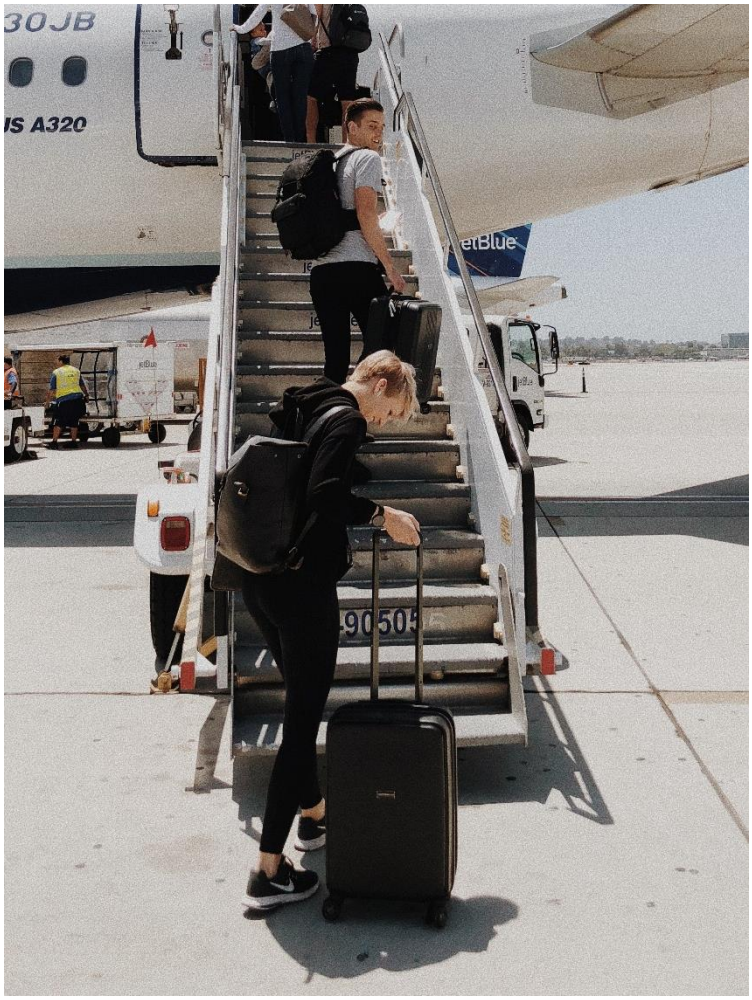
Easing Border Restrictions: Institutional Challenges and Opportunities

Despite initial support at the highest levels of government, Australia and New Zealand have not succeeded in their efforts to relax the travel restrictions that they imposed on each other at the beginning of the COVID-19 outbreak. The non-alignment by some state governments in Australia has jeopardized the Trans-Tasman initiative's political momentum, and public opinion has somewhat affected the initial enthusiasm of New Zealand's Prime Minister Jacinda Ardern.

The Australia-New Zealand case highlights the inherent institutional tension that may exist between local health authorities on one side, and national governments responsible for international borders on the other. Since public health authorities are often embedded in sub-national governance structures, the re-opening of borders by national governments becomes even more challenging because the primary policy consideration for easing border restrictions remains intrinsically linked to sub-national health advisories and recommendations.

Despite a lack of coordination in the early days of the COVID-19 outbreak, EU Member States have lifted most internal border controls and travel restrictions within the EU and adhered to the European Commission's initiative "Re-Open EU", which aims at promoting the safe re-launch of free movement and tourism across Europe.

The institutional design of the EU has been a key enabling factor as governments and industry groups have a natural forum for pan-European discussions and institutional decision-making regarding the lifting of restrictions, including the adoption of health protocols and global standards.



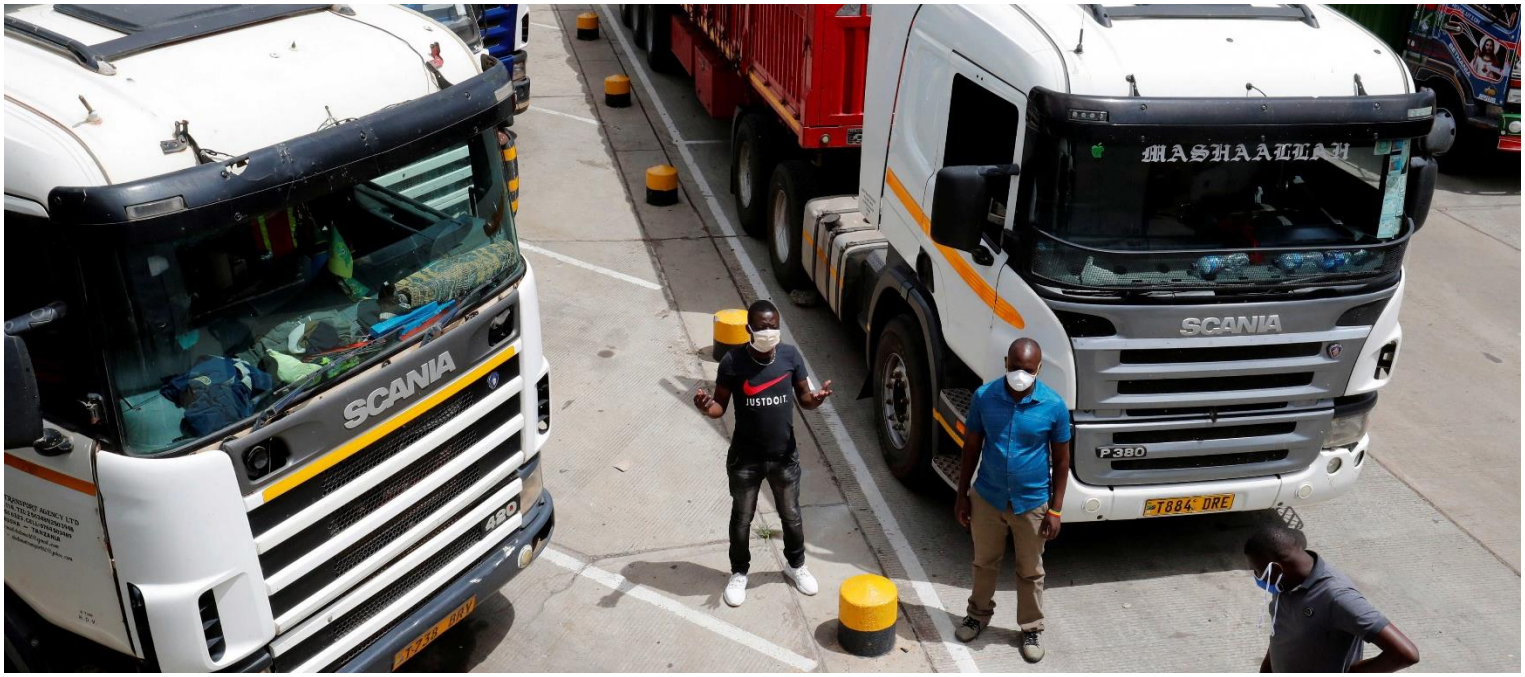
The Case for a North American Governance Model to Fight Global Pandemics

Given the inevitability of future global pandemics, the U.S. and Canada have a mutual interest to cooperate in order to establish a regional governance model that considers their historic relationship and existing frameworks of cooperation in trade and border security.

At the outset, this will require the deployment of a bi-national agenda that aims at aligning health screening protocols and standards while also addressing challenges such as non-alignment of sub-national structures (i.e., local public health authorities), negative public opinion, privacy concerns, industry advocacy fragmentation, and new surges in COVID-19 cases. Cross-industry cooperation will also be essential to achieve results and promote global standards.

Successful regional models can be effective consensus-builders and catalytic forces for global adoption of health protocols and standards to fight the next global pandemic.

**By Marcelo Garcia, Senior Director, InterVISTAS Consulting Inc.*



The Commons Project

The Commons Project is a non-profit public trust established with support from the Rockefeller Foundation in order to build global digital services and platforms while also protecting the privacy of users.

In recent months, The Commons Project, in collaboration with the World Economic Forum, has been working to launch the CommonPass Framework which seeks to develop a secure and verifiable platform to document the health status of travelers as they cross borders. The proposed framework is intended to deliver a simple "yes/no" answer as to whether the individual meets the entry admissibility criteria, but the underlying health information stays in the individual's control.

The CommonPass: A Path to Make Cross-Border Travel Safe and Predictable

The COVID-19 pandemic has created a patchwork of complex travel restrictions and other entry requirements. National efforts to balance the need to restart cross-border economic activity while protecting their populations' health have led to fragmented policies and procedures that are likely to make international travel confusing in the future.

The Future Borders Coalition has recently engaged with The Commons Project to discuss one of their recent initiatives – the CommonPass – which aims at promoting a standard global model to enable travelers to share their COVID-19 status at border crossings and facilitate travel by air, sea or land.

We invited Paul Meyer, Co-Founder and CEO of The Commons Project, to our last Board Meeting on 6th of August. At the outset, he explains, the CommonPass is supposed to satisfy the requirements of border authorities while also facilitating international travel. Under the CommonPass Framework, for example, travelers will be able to document that they have been tested at a trusted location whenever they enter countries that require testing results. But most importantly, the CommonPass is intended to allow travelers to demonstrate that they have satisfied entry requirements without sharing any personal health information with local authorities. Ultimately, the CommonPass aims at supporting interoperability between countries with differing regulatory regimes and screening requirements.

The Commons Project recognizes that developing a global model can be challenging and will require cross-industry cooperation between the health, aviation, travel, and tourism sectors. We look forward to joint collaboration initiatives with The Commons Project in the coming months.

The CommonPass Framework

The CommonPass Framework contains six key elements.

- **Registry:** The creation of a registry of accredited/certified laboratories and vaccination sites around the world.
- **Interoperability:** The implementation of a common model for making lab data accessible using global health data interoperability standards.
- **Privacy:** A privacy-preserving model for linking lab results and vaccination records to travel ID.
- **Flexibility:** A framework for countries to publish health screening entry requirements as science progresses.
- **Compliance:** A rules-engine for determining compliance with entry requirements.
- **Health Data:** Tools embedded in 3rd party apps and systems.

The CommonPass Framework is based on four privacy principles:

- **Agency**: Data, health or otherwise, are entered into the system or sharedwith others only with the explicit, informed consent of the individual.
- **Data Minimization:** The framework requires only the minimum amount of personal data needed for any transaction.
- **Federation**: Personal, identifiable health information is stored only at the source or on the user's phone.
- **Use:** Data within the framework are only stored to the extent necessary andnever used for any other purpose.

Why the CommonPass

Neutrality

CommonPass is being developed by a non-profit public trust, beholden to no one government. It is operated by The Commons Project on an open, independent, sustainable, not-for-profit basis.

Flexible

CommonPass provides the flexibility for countries to update health screening entry requirements as the pandemic evolves.

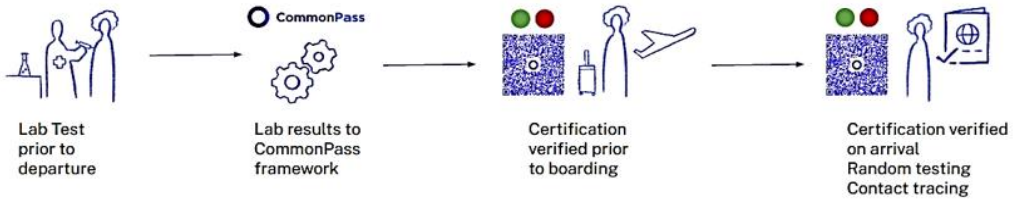
Private

The CommonPass framework allows individuals to access their lab results and use the information to validate COVID-19 status without revealing any other personal health information.

International Cooperation

The project has convened more than 350 public and private sector leaders from 52 countries to design a common framework for safe border reopening.

CommonPass
Passenger Flow



Countries set entry requirements based on nationality, point of origin, type of testing (e.g. PCR) and timeframe (e.g 72/96 hours)

Future Borders Coalition: Our Vision, Our Mission

A renewed vision for disruptive times

Changes in technology and processes often act as a catalyst for a renewed vision and serve as instruments to improve multi-modal cross border travel and trade. With autonomous vehicles, blockchain, video analytics and new detection methods, a new vision to renew the U.S.-Canada border and security relationship is necessary, especially in light of growing public concerns over privacy, sovereignty and data management issues. In our view, the promise of facilitated trade and travel in a seamless manner for both Canada and the United States should be complemented by developing common approaches on biometrics and information sharing, exploring multinational cooperation with trusted partners, and focusing on process convergence with a long-term view to improve the mobility of people and goods through the border (air, land, and sea), all while ensuring that safety and security are not compromised.

Building the future on strong foundations

The Beyond Preclearance Coalition was formed in 2018 as a group of bi-national organizations with a vested interest in advancing the efficiency and security of the Canada–U.S. border. Together, they commissioned a White Paper to explore the opportunities going forward. In 2020, the coalition was renamed "Future Borders Coalition" with a multi-year mandate to continue the work of accelerating a cohesive border vision based on improvements in technology, processes, facilities and innovation to drive ahead economic recovery, prosperity, safety and security. In the context of COVID-19, it has become even more important to expand bi-national border cooperation to ensure a strong recovery while also benefiting travel, trade, tourism and the national security interests of both countries.

In order to achieve our vision and fulfil our mission, we have created the Border Recovery Working Group (BRWG), which will be co-chaired by Matt Morrison and Gerry Bruno. The work of the BRWG will be supported by four Task Forces organized around modes of transportation. Each Task Force will deliver based on specific mandates yet to be determined. The participation of FBC Members to the success of the Task Forces is welcomed.

Air Border Task Force

Co-Chairs:

Matt Cornelius, *Executive Vice President, Airports Council International – North America*

Gerry Bruno, *Vice President of Federal Government Affairs, Vancouver Airport Authority*

Secretariat:

Gavin Tan, *Manager Airport Programs, Canadian Airports Council*

Land Border Travel Task Force

Co-Chairs:

Jennifer Fox, *Vice President of International Trade Policy and Canada Relations, North American Strategy for Competitiveness*

Laurie Trautman, *Director of the Border Policy Research Institute at Western Washington University*

Secretariat:

TBD

Supply Chain / Goods Movement Task Force

Co-Chairs:

Allison Gifford, *Director of Public Affairs, UPS*

Jim Titsworth, *General Director, Canadian Business Development, BNSF Railway*

Secretariat:

Bruce Rodgers, *Executive Director, Canadian International Freight Forwarders Association (CIFFA)*

Maritime Task Force

Co-Chairs:

Donnie Brown, *Vice President Maritime Policy, Cruise Lines International Association*

TBD

Secretariat:

TBD

MEMBERS' CORNER

Introduction to the Supply Chain / Goods Movement Task Force

Video interview by Solomon Wong, President and CEO of Inter*VISTAS* Consulting @
https://www.youtube.com/watch?v=HRJUZIyglTo&feature=youtu.be

Featuring :

Allison Gifford

Director of Public Affairs

UPS

Jim Titsworth

General Director

Canadian Business Development, BNSF Railway

Bruce Rodgers

Executive Director

Canadian International Freight Forwarders Association (CIFFA)

OUR MEMBERS

YVR
ROCKY MOUNTAINEER
InterVISTAS
a company of Royal HaskoningDHV
Ottawa International Airport Authority
PORT of vancouver
ACI NORTH AMERICA
AIRPORTS COUNCIL INTERNATIONAL
ADM Aéroports de Montréal
BNSF RAILWAY
WESTJET
WINNIPEG AIRPORTS AUTHORITY
YYC CALGARY AIRPORT AUTHORITY
CANADIAN / AMERICAN Border Trade Alliance
CAC
CANADIAN AIRPORTS COUNCIL
CONSEIL DES AÉROPORTS DU CANADA
EIA
we'll move you.
AIR CANADA
CN
CP
nasco
Pacific NorthWest Economic Region
Purolator
Canadian Global Cities Council
Wilson Center
YQB Aéroport de Québec inc.
Le passager avant tout
Toronto Pearson
CGLR
COUNCIL OF THE GREAT LAKES REGION
CLIA
DELTA
ups
Airlines for America
Business Council of Canada
GREATER VICTORIA HARBOUR AUTHORITY
HalifaxStanfield
IATA
NACC
National Airlines Council of Canada
PUBLIC POLICY FORUM
U.S. TRAVEL ASSOCIATION
Railway Association of Canada
Western Logistics
AAPA
VICTORIA
TIAC AITC
CROSSING PATHS BUILDING FUTURES THE PEACE BRIDGE
ATAC
Air Transport Association of Canada
Association du transport aérien du Canada
BORDER POLICY RESEARCH INSTITUTE
Canadian Trucking Alliance
Alliance Canadienne du Camionnage
CIFFA
OMCA
BETTER TOGETHER
CANADIAN AMERICAN CABC BUSINESS COUNCIL
THE CANADIAN CHAMBER OF COMMERCE
The Chartered Institute of Logistics and Transport
FedEx
WORLDREACH software