Land/Rail/Marine/Air Preclearance Agreement

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Overview

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

- Preclearance enables one country’s border officers to carry out customs and immigration in the territory of another country
- In the air mode since the 1950s
- Pre-dates 9/11 aviation security context and does not always reflect operational challenges
- Strong market demand for expansion in all modes
• Proven **economic benefits** for local regions/industries:
  – Canadian preclearance facilities processed approximately 13.8 million passengers and crew in Fiscal Year 2016
  – Provides domestic-style arrivals to non-international airports enabling direct routes (such as those to Reagan Airport)
  – Relieves congestion at U.S. “gateway” airports, reducing delays for passengers, airports, and airlines
  – Provides faster connections once in the United States
  – Supports Vancouver’s cruise ship industry which contributes $420M/year to Canadian GDP
Benefits of Preclearance - Security

• Prevents terrorists, terrorist instruments and national security threats from gaining access to the Inspecting Country.

• Supports an extended border for the U.S. and Canada

• Protects agricultural infrastructure from foreign pests, disease and global outbreaks.

• Fosters cooperation with foreign (host) authorities in diplomatic, law enforcement and international security issues.
Agreement on Land, Rail, Marine and Air Transport Preclearance (LRMA) signed in March 2015 by the U.S. Secretary of Department of Homeland Security and the Canadian Minister of Public Safety

LRMA is a fully reciprocal agreement that:

- Allows for expansion to new modes
- Permits co-location at small and remote ports, creating efficiency gains
- Provides Inspecting Country officers with comparable authorities to Host Country officers
- Formalizes existing pre-inspection locations in B.C. to transition to full preclearance
- Enables Canada to establish preclearance in the U.S.
- Operational costs for new sites and expanded service covered by the facility
Progress to Date

- Canadian legislation passed the House of Commons in June 2017 and is currently before the Senate

- United States passed legislation in December 2016

- Met with pre-inspection sites and the four new potential sites to help them plan their transition to preclearance

- Consulting with stakeholders responsible for policing, justice and public safety to on how to operationalize the shared jurisdiction framework
March 2016: Joint Statement of Intent to expand passenger preclearance to four new Canadian locations contingent upon meeting all terms and conditions of the LRMA

- Montreal and Rocky Mountaineer Rail
- Quebec City and Billy Bishop airports

Spring 2017: Joint Statements to explore a path forward to pursuing cargo preclearance or pre-inspection, including identifying potential pilot sites
Next Steps

• Canadian legislation has been referred to the Senate; GOC working to develop the necessary regulations

• Canada/U.S. cooperation on:
  – Implementation issues such as the cost recovery framework, personnel vetting, officer training, design standards, and identifying other opportunities to expand preclearance
  – Work with facilities to prepare for implementation

• Bring the LRMA into force
  – In the meantime, existing framework continues to apply
Canada examining potential sites for pilots in the U.S.
  • Likely will solicit inputs from stakeholders

Canada and U.S. implementing innovative technology in airports in coordination with private sector to facilitate travel for all travelers without compromising security
  • Automated Passport Control
  • Mobile Passport Control
Questions?