



Canada Border  
Services Agency

Agence des services  
frontaliers du Canada

# The Canada Border Services Agency – what we are doing to facilitate passenger travel

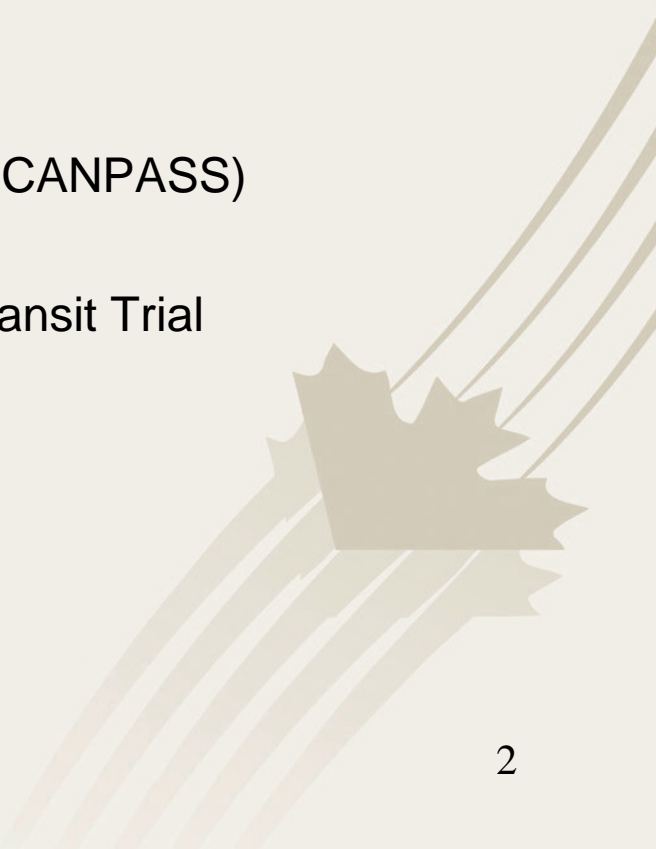
Presentation to the Open Skies Summit  
September 25, 2009  
Vancouver



Canada 

# CBSA and the Facilitation of Passengers



- The CBSA has a rich history in working with its partners to help facilitate the processing of passengers at our airports.
  - Some examples include:
    1. Trusted Traveller Programs (NEXUS, CANPASS)
    2. Automated Border Clearance
    3. Transit Without Visa and the China Transit Trial
    4. Transfer Departure Facilities
    5. Air Services Policy Framework
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# Trusted Traveller Programs (TTP)



- TTP's allow the CBSA to manage risk at the border by facilitating lawful flow of persons and goods thus allowing the Agency to focus on travellers and goods of unknown or high risk.
- NEXUS program still seeing growth in membership with 55% increase between 07/08 and 08/09.
- Membership satisfaction rating of 96%.
- Re-enrolment rates are at approximately 94%.
- From 2007-08 to 2008-09, passage rates have grown with a 110% increase in the air mode and a 19% increase in the land mode.
- Current membership as of September 6<sup>th</sup>, 2009: Approximately 341,000.

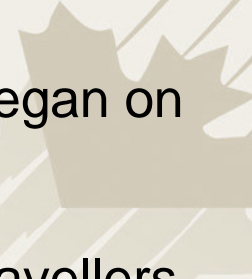
# Trusted Traveller Programs (cont'd)



- By March 2010, the CBSA will develop a comprehensive strategy that will include:
  - A review of key policy and program issues regarding bi-national programs such as NEXUS;
  - The development of a plan for international partnerships to enable Canada to actively participate in international programs such as FLUX;
  - The development of a framework to support Canada's participation in the ABTC initiative; and
  - A review of existing Canadian TTPs to identify areas that could be enhanced to improve the effectiveness of these programs.

# Automated Border Clearance



- Automated Border Clearance is the concept of using self-service kiosk technology as an alternative to traditional primary or other kiosk processing of airport passengers travelling on valid Canadian Passports or Permanent Resident Cards
  - Being tested as a pilot project in Vancouver in partnership with the Vancouver Airport Authority to determine if this kiosk approach can be used to assist in handling the increasing volume of passengers through the CBSA hall
  - Live testing of the Automated Border Clearance kiosks began on April 15, 2009 at Vancouver International Airport
  - Fourteen kiosks currently process an average of 1,200 travellers daily
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# Transit Without Visa (TWOV) / China Transit Trial (CTT)



- Launched on July 30, 2009, the objective of TWOV is to facilitate travellers who are transiting Canada on their way to and from the U.S.
- To support economic development by making Canadian international airports more attractive to airlines and to passengers travelling to and from the U.S.
- TWOV allows certain foreign nationals to transit Canada to and from the U.S. without having to obtain a Canadian transit visa if they meet certain conditions.
- Similar to the TWOV program, the CTT will allow Chinese nationals with valid U.S. visas to transit Canada (via the Vancouver International Airport) while en route to and from the U.S. without a Canadian transit visa
- The duration of the CTT pilot will be for one year and is only open to those air carriers who participated in the original TWOV pilot
- Citizenship and Immigration Canada and the CBSA share responsibility for the TWOV and CTT

# Transfer Departure Facilities



- An 18 month pilot is being planned for the Montreal, Toronto and Vancouver Airports
- Transfer Departure Facilities (TDF) will allow for travellers originating in the U.S. to transit Canada on their way to international destinations without needing to be screened by the CBSA
- TDFs will facilitate the movement of in-transit passengers and enhance the CBSA's ability to maximize its resources

# Air Services Policy Framework



- On April 1, 2009, the Government announced its Air Services Policy Framework
- The key objective of the Framework is a fair, transparent and flexible approach to service delivery
- It uses an established set of clear, consistent and measurable criteria: (a) passenger volumes; (b) frequency of flights; and (c) distance from service location to assess requests for new or enhanced services coming from Canadian airports
- Canada's Economic Action Plan committed \$10.5 million for 2009-10 to maintain and expand publicly funded service at 12 airports across Canada based on the Air Services Policy Framework
- The CBSA is currently working on similar policy frameworks for the rail and marine modes

# Questions



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