Canada's Trusted Trader Program Updates

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Trusted Trader Programs

Objective:

- To facilitate the movement of legitimate goods by providing streamlined and efficient border processes for pre-approved, low risk traders.

- To enhance the security and integrity of the supply chain through partnerships with businesses.

Partners in Protection (PIP) Program
- Focuses on supply chain security

Customs Self Assessment (CSA) Program
- Focuses on Customs and Trade compliance

Partners in Protection

The Partners in Protection program is a Customs-to-Business cooperation aimed at improving global supply chain security.

Total Membership: 1555

- 417 Importers
- 996 Highway Carriers
- 328 Exporters
- 146 Warehouse Operators
- 117 Freight Forwarders
- 9 Air Carriers
- 5 Rail Carriers

Benefits

- Reduced Examinations & border wait times
- Access to dedicated Free and Secure Trade (FAST) lanes
- Recognition at the border
- Dedicated CBSA Account representative
- Business Resumption Planning
- Enhanced Supply Chain Security Awareness

Modernization

Simplification	Innovation	Measurable	Lean	Strengthened Partnerships
Clear definition & objectives simplified and aligned with other initiatives	Leverage existing and future technologies Remain adaptable for the future	Measurable and evidence-based outcomes and benefits	Optimize available resources, streamline & create efficiencies	Strengthened and more balanced partnership between customs and industry

Applied to all Trusted Trader Program Key Areas of Change

Key areas for Change

Program Management & Delivery

Enhanced Benefits

Strengthened Partnerships with industry

Risk Based Compliance Monitoring

Secure Corridor Concept – Trusted Trader Pilot

CBSA Land Border POE Commercial Processing

Future State

Remote Processing
- BSO remotely monitors passage via CCTV
- Two-way interaction with driver via VoIP
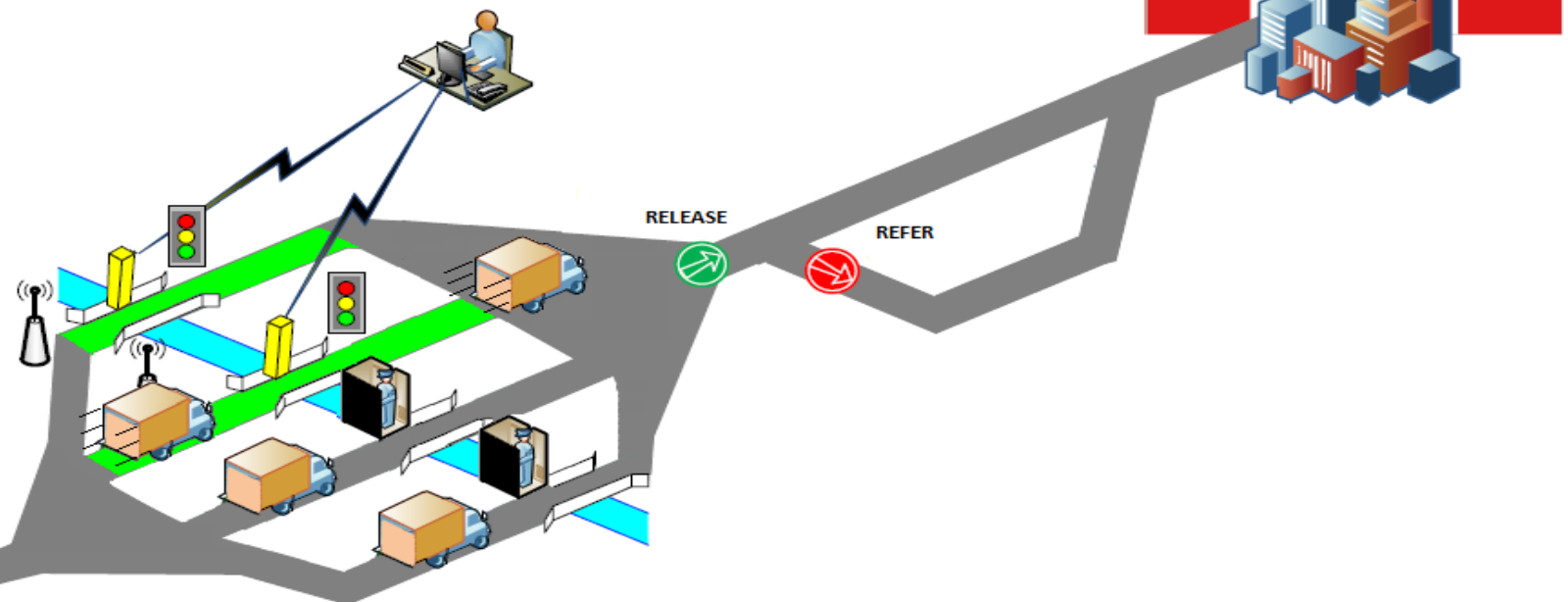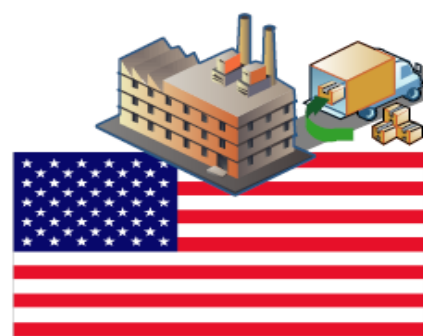- May intervene using traffic signal

Sensory Detection
- Sensors collect all transaction data
- Driver, cargo, conveyance identified
- "Rolling" truck maintains low speed

RELEASE

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Expedited Passage
- Released conveyance does not stop
- Rolling vehicle eliminates dwell time in the lane
- Fluid movement reduces wait time for queued vehicles

Mutual Recognition Arrangements

- Support our mandate for **security and trade facilitation**

- Enhance cooperation between administrations with **compatible** and **mature** programs

- Expand the **international network** of trusted traders

- Canada's MRAs are between its security program, **Partners in Protection**, and compatible partner programs

MRA Requirements

The CBSA looks for the following in potential partners:

- Country is an international engagement priority of the CBSA and Canada (e.g. trade, security)

- Customs Mutual Assistance Agreement (CMAA) in place or soon to be established

- Security-based AEO program that is well established and mature

- Reciprocal benefits and data protection

- Senior level commitment (head of administration)

MRA Negotiation Process

Pre-MRA	Phase I	Phase II	Phase III	Phase IV
Negotiation Initiation	Program Comparison	Site Validation Observation	Text Negotiation and Signing	Implementation

Pre-MRA — Negotiation Initiation
- Exchange of formal letters by Administration leaders to initiate MRA negotiations
- Establish an Action Plan

Phase I — Program Comparison
- Exchange of program documents and information
- Completion of side-by-side program comparison and analysis which includes each program's minimum security criteria, policies, benefits, system capabilities, etc.
- Ensure program compatibility

Phase II — Site Validation Observation
- Coordinate with Industry and CBSA Regions
- Travel Authority submissions
- Corresponding visits by both countries
- Analysis of observation results and report to senior management

Phase III — Text Negotiation and Signing
- Exchange of draft text
- Consultation with stakeholders for text i.e. CBSA Legal
- Preparation for signing event, i.e. WCO Policy Commission
- Consultation with International, Protocols and Communications Units for Announcements

Phase IV — Implementation
- Develop and agree on implementation procedures (data exchange, benefits
- Systems updates (if necessary)
- Conduct a pilot
- Final implementation
- Ongoing data exchange and provision of benefits

MRA Challenges

- **Establishing Priorities** - Addressing multiple requests for MRAs can be a challenge

- **AEO Identification** - lack of a global identifier often requires manual exchange of information

- **Text of the MRA** – differing privacy laws and language challenge

- **Mutual benefits** – expectations and capabilities may differ

- **IT System capabilities** – to exchange information and offer benefits

- **Maturity of the AEO program** – program integrity, senior-level endorsement and dedicated source of funding & resources

Signed MRAs

United States: 2008

Japan: 2010

South Korea: 2010

Singapore: 2010

Mexico: 2016

Israel: 2017

Australia: 2017

Ongoing Negotiations

European Union

Hong Kong

China

Thank You!

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