



Land, Rail, Marine, Air Agreement

- Bi-Lateral agreement brought into force on August 15 2019
- Supports transitioning Pre-Inspection facilities to Pre-Clearance
- Several airports in Canada already Pre-Clearance
- To our knowledge CBSA has no immediate plans to establish Pre-Clearance in US



LRMA Discussions & Timelines

- **Early 2017** – Border agency and operator meeting on LRMA status and Pre-Inspection transition
- **March 2019** – Border agency and operator meeting noting all operators must either choose pre-clearance or post-inspection
- **August 2019** – LRMA ratified and USCBP informs operators of timelines for decision-making:
 - **November 1 2019** – Letters of Intent due from all operators
 - **February 12 2020** – Canadian and US gov'ts confirm which facilities move to Pre-Clearance or Post-Inspection
 - **2022** – Preferred year for Pre-Inspection service conversion



Belleville Terminal Revitalization



Ministry of
Transportation
and Infrastructure

Belleville Site Overview



Belleville Improvements to Date

- Development of a Phased Improvement Strategy
 - Phase 1: Replace Black Ball Wharf & Rehab Clipper Wharf (COMPLETE)
 - Phase 2: David Foster Way – City of Victoria (COMPLETE)
 - Phase 3: Redevelopment of Belleville Terminal (In Planning)



Background & Project Rationale

Terminal Background

- Two long-term carriers moving 340,000 annual tourists between Victoria and Washington State
- \$100M in direct annual GDP to Greater Victoria
- Average Belleville passenger spends \$400 per visit vs. \$83 per cruise ship passenger

Why Now?

- Replacement of aging Clipper wharf (5-7 years)
- New border security agreement – need for Pre-Clearance
- Related tourism opportunities/risks for other carriers (GVHA, YYJ, Sidney-Anacortes)
- Improved customer experience and amenities



Project Scope

- US Pre-Clearance Security & Immigration processing
- Enhanced CBSA Post-Inspection Processing (including commercial freight)
- Ability to process larger vessels
- Temporary Clipper Facility during construction
- Replace Clipper & Stores Building Wharf
- Address site constraints (Geotechnical, Environmental, grade issues)



Project Objectives & Opportunities

- Maintain the regional economic stimulus generated by Clipper, Black Ball and Sidney-Anacortes Ferry in Victoria
- Keep US Customs in Victoria so that current and future international carriers like GVHA's homeported cruise ships, or Victoria International Airport can further stimulate economic activity
- Provide a secure facility that meets modern border requirements for both federal border agencies
- Create a welcoming and inclusive international gateway for travelers (including travel certainty)



The Challenges

- Few reference comparisons to base Belleville concept upon
- Evolving requirements over three years has led to iterative design work (staggered design guidance)
- Much larger border footprint than existing facilities
- Significant capital and operating costs
- Remaining regulatory uncertainty (e.g. cargo shipment)
- No current federal funding envelope available
- All Victoria operators succeed together or fail together





Next Steps

1. Confirm Pre-Clearance Statement of Intent with Operators
2. Work to Formalize Contributions with Partners
3. Complete Project Business Case
4. Prepare Provincial Treasury Board Submission
5. Continue to Support Operators Regardless of Outcome



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