

WEBINAR SUMMARY REPORT

# PATHS TO RECOVERY

## Testing and Vaccination for Safe Restart of Air Travel

December 8, 2020



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## Welcome Message



Canada's airlines, airports, and tourism sector have been decimated by the COVID-19 pandemic and continue to struggle for survival. After nine months of continuous engagement with the federal government, the path to recovery is no longer attainable without a comprehensive plan to safely reopen Canada's borders to international traffic and concrete solutions to implement nation-wide testing protocols. A sound recovery plan is more urgent than ever. The objective now is not just about capturing the critical 2021 travel season, but ensuring that permanent damage is not inflicted on the sector.

Going forward, Canada needs to find a way to better reconcile public health imperatives with the social need to begin a safe economic recovery in 2021. Some of the issues that need to be addressed in the coming weeks include the elimination or reduction of quarantine requirements, the implementation of testing protocols at Canadian airports, and the adoption of health passports. The deployment of a COVID-19 vaccine – although encouraging – should not distract government decision-makers from the immediate and most critical task at hand: the implementation of a comprehensive and concrete plan to ensure a safe reopening in 2021. Time is of the essence.

We thank you for participating to this webinar. We look forward to working together with you in the coming weeks to support the safe restart of aviation across the country, so that the sector can in turn play a key role in supporting Canada's overall economic recovery.

A handwritten signature in black ink, appearing to read "Mike McNaney".

**Mike McNaney**  
President and CEO,  
National Airlines Council of  
Canada (NACC)

A handwritten signature in black ink, appearing to read "Gerry Bruno".

**Gerry Bruno**  
Board Co-Chair and  
Executive Director, Future  
Borders Coalition (FBC)

A handwritten signature in black ink, appearing to read "Daniel-Robert Gooch".

**Daniel-Robert Gooch**  
President,  
Canadian Airports Council  
(CAC)

# 1. General Overview

## Organizers

The webinar was co-organized by the National Airlines Council of Canada (NACC), the Future Borders Coalition (FBC) and the Canadian Airports Council (CAC).

## Participants

More than 260 participants attended the webinar, including senior government officials from Health Canada, the Public Health Agency of Canada, Canada Border Services Agency, and Transport Canada. Additional participants included representatives from other provincial and territorial government departments, along with seasoned industry executives from Canada's aviation and tourism sectors, as well as the business and trade communities.

## Format

The webinar took place on December 8, 2020 at 14:00 EST via Zoom and was divided into three main segments, as outlined below.

1. **Government Panel**
2. **Industry Panel**
3. **Roundtable**

The Panels offered perspectives on the path to recovery from the federal government, as well as airlines and airports. The Roundtable brought together moderators and panelists – including special guests from the business, trade, and the tourism sectors – for an engaging discussion aimed at identifying concrete steps to kick-start aviation industry recovery in the coming weeks.

The full program of the webinar is available in **Appendix 1**.

## 2. Government Panel

### MODERATOR



**Cathy Munroe**  
Executive Consultant,  
InterVISTAS Consulting Inc.

### PANELISTS



**John Ossowski**  
President,  
Canada Border Services Agency



**Les Linklater**  
Federal Lead for COVID-19 Testing, Contact  
Tracing, and Data Management Strategies,  
Public Services and Procurement Canada



**Kevin Brosseau**  
Assistant Deputy Minister of Safety and  
Security, Transport Canada



**Brigitte Diogo**  
Vice-President of Health Security  
Infrastructure Branch,  
Public Health Agency of Canada

## Summary of Discussion

**Cathy Munroe** started the discussion by referring to some of the challenges that COVID-19 has created and asked government panelists how Canada's aviation sector can move from crisis to recovery mode. She proposed articulating the discussion around the following themes: the role of testing and science to eliminate quarantines, the implementation of testing protocols at airports, updates on the vaccine deployment, and the possible adoption of health passports.

**John Ossowski** recognized the many operational challenges created by the COVID-19 pandemic, while also highlighting that disruptive times create opportunities for the implementation of innovative solutions. He reported that CBSA continues to work closely with airport authorities with the end goal to foster confidence in air travel and improve services in light of an increase of cargo and courier shipments. He also emphasized that COVID-19 has created the ideal context to think about the "border of the future", which includes light touch processing, contact tracing technologies and digital travel credentials. He recognized, however, that alignment with international standards will be a challenge going forward. He invited both government and industry to focus on increasing the public's confidence in air travel.

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*COVID-19 has created the ideal context to think about the "border of the future"*

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**Les Linklater** reported that joint work with the Public Health Agency of Canada continues with the objective to roll out a safe reopening of the border. He mentioned that the importation rate (1%) observed in the AC-YYZ-McMaster Health Study remains a concern from a public health perspective. He emphasized the importance of adopting an evidence-based approach for reopening the border and identifying the best ways to introduce new technologies into the testing space. In particular, he noted that antigen testing – although less sensitive than PCR testing – may be suitable for screening purposes. He reiterated that the federal government is open to creative evidence-based solutions and added that partnerships with the private sector are fundamental for recovery, especially on the testing deployment front.

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*Government-industry collaboration is key to support recovery efforts in the months ahead*

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**Kevin Brosseau** commented that working with the industry has been critical since the beginning of the pandemic. He reported that Transport Canada has worked closely with other federal government departments, provincial governments, and territories to ensure the safety of Canadians. His department has also worked with industry on the development of layered measures to reduce the risk of importation, as well as other guidance and requirements such as temperature checks, mask covering, etc. He recognized that government-industry collaboration is key to support recovery efforts in the months ahead. As an example of recent collaboration,

he cited the publication “Canada’s Flight Plan for Navigating COVID-19” released in August 2020. Finally, he highlighted the importance of aligning future efforts to develop a multi-layered system of measures to make air travel safer.

**Brigitte Diogo** started by providing a brief description of responsibilities under the Health Security Infrastructure Branch. Her Branch is responsible for advising on border travel at the Public Health Agency of Canada, including the implementation and compliance of emergency measures and quarantine requirements. While recognizing the need to find solutions to tackle the unprecedented challenges created by COVID-19, she highlighted the need to develop a long-term vision. She also added that the reopening of borders must consider the needs of all modes of transportation, and recognized that testing, the length of quarantine period, and deployment of vaccination are important areas to consider in future government-industry discussions.

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*The reopening of borders must consider the needs of all modes of transportation*

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**Cathy Munroe** opened the government panel discussion with the following questions: What is your plan for ensuring the resumption of safe air travel by the spring of 2021? What are the obstacles that prevent you from deploying a firm reopening plan for international travel?

**John Ossowski** mentioned that the CBSA has been guided by the latest science and risk management best practices. Furthermore, he recognized that although the upcoming reopening is likely to depend on the ever-evolving health/epidemiological situation, it will never be a “zero risk” reopening. Finally, he added that the introduction of light touch technologies to support recovery is currently in the works at CBSA.

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*Reopening of borders will depend on where the health situation is by the spring of 2021*

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**Kevin Brosseau** agrees that the reopening of borders will depend on where the health situation is by spring of 2021. Another issue to consider, according to him, is the implementation of testing based on a multi-layered approach. Moreover, he recognized that industry leadership has been fundamental in deploying testing pilots and continues to support an evidence-based approach. Going forward, he added, it will be important to identify what are the safer alternatives to quarantine. He also expressed his willingness to work with industry with a view to develop a framework document to conceptualize how a testing regime would look like in an airport environment, including implementation.

**Brigitte Diogo** confirmed that PHAC is in conversation with the U.S. and the EU on the issue of reopening and testing implementation. At the same time, she added, there are some complexities. For example, how to verify the accuracy of testing results from country to country, as well as vaccine profiles. She reiterated once again that it is important to think about all modes

of transportation when discussing a comprehensive plan for reopening. She is aware that what works for air may not necessarily work for land or marine. This challenge needs to be tackled.

**Les Linklater** insisted on the importance of building evidence to ensure a safe reopening. He expressed his support to ongoing pilot projects across Canadian airports but warned that reopening depends on the risk tolerance threshold established. He also pointed to the difficulty for

Canada to align with international standards and practices if there are no uniform standards being applied across provinces and territories. In his view, a successful reopening will be about how we put the right test, in the right place, at the right time.

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*Reopening of the border depends on the risk tolerance threshold established*

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**Cathy Munroe** then asked the government panel whether there should be a link between vaccine implementation and reopening of the border to international travel.

**Les Linklater** mentioned that things need to move in parallel, but vaccine deployment is likely to take more time. He also emphasized that reopening also depends on what is happening elsewhere in the world. Finally, he recognized that there is a need to implement a more comprehensive testing regime in Canada.

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*The biggest challenge of health passport implementation is verification*

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**Cathy Munroe** then asked whether the implementation of a health/immunity passport in Canada is being considered at the federal government level.

**Brigitte Diogo** observed that the question around verification of health status at the border can take different forms, but it is important to look at what is happening internationally. She added that we need to ensure that the implementation of a health passport is not done in isolation. In other words, it is important to manage risks and make processes as seamless as possible. In her view, the biggest challenge to health passport implementation will be verification.

**Cathy Munroe** summarized the main themes discussed by the panelists: the border of the future where minimal interaction is required, the implementation of testing, and how to increase the public's confidence in air travel, while also putting in place effective safety measures across the entire passenger journey. She thanked the panelists and the audience for their questions.



### 3. Industry Panel

#### MODERATOR



**Michael Keenan**  
Deputy Minister,  
Transport Canada

#### PANELISTS



**Luis Felipe de Oliveira**  
Director General,  
ACI World



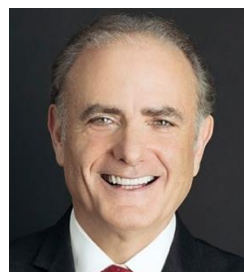
**Tamara Vrooman**  
President and CEO,  
Vancouver Airport Authority



**Ed Sims**  
President and CEO,  
WestJet



**Deborah Flint**  
President and CEO,  
Greater Toronto Airports Authority



**Calin Rovinescu**  
President and CEO,  
Air Canada

## Summary of Discussion

**Michael Keenan** thanked the organizers and noted that a lot of work has been done, so far, by government and industry. He added that a system where the risk of transmission is very low should be the objective, as well as the implementation of operational testing.

**Luis Felipe de Oliveira** pointed to the fact that the industry had experienced a long period of growth before the COVID-19 pandemic hit in March 2020. He noted that the industry remains in crisis mode 10 months later. Especially, he highlighted the continuous lack of global coordination to contain the COVID-19 pandemic. He added, however, that ICAO has done a good job in ensuring alignment with industry associations. He praised in particular the CART document. He also mentioned that the current ACI accreditation process has been used as a vehicle to disseminate the CART guidelines around the world. Going forward, he emphasized the importance of adopting a risk-based approach. In his view, we need global coverage for both vaccination and testing in order for digital travel passes to work.

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*The ACI accreditation process has been used as a vehicle to disseminate the CART guidelines around the world*

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*The most important factor for a safe reopening: what happens at the point of origin and at the point of destination*

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**Tamara Vrooman** commented that the industry has made good strides in educating the public about the safety of air travel in recent months. She also pointed to other industry-led initiatives, such as the work done on the development of protocols (testing pilots) and innovation (kiosks). In her view, the most important factor for a safe reopening is: what happens at the point of origin and at the point of destination.

On the issue of vaccination, she added that the response from the public has not been great so far and we still need to consider the logistics and long process of deployment ahead. She noted that while 2021 looks brighter for the industry, recovery will be lumpy. Clarity of testing regimes is absolutely fundamental to move forward.

Additionally, she emphasized that rapid testing regimes should be adopted as soon as possible to allow the movement of people in the coming months. She then reported that Vancouver International Airport (YVR) has recently partnered with WestJet and UBC to implement a testing pilot on departure. So far, she added, the administration of antigen tests is easier than originally planned. She also confirmed that health data information is being provided to public health authorities. Going forward, she insisted that greater focus should be placed on introducing clear protocols for rapid testing, shortening 14-day quarantines, and implementing greater operational efficiency across the aviation ecosystem. Finally, she observed that rapid testing is an essential component of YVR's new workplace, and all employees should have access to rapid testing.

**Ed Sims** expressed dismay about the livelihoods of tens of thousands of aviation workers that have been affected as a result of the pandemic. He noted that Canada has world-class facilities and strong national airlines and the issue now is whether the industry can survive without incurring irreparable damage. He commented that the inevitable outcome of the current crisis will likely be an increase in the cost of travel and emphasized that time is of the essence. He also noted that even after the deployment of dozens of safety and sanitary measures since March 2020, the introduction of contact tracing declarations, and the daily reporting of COVID-affected flights, the industry can no longer afford to “walk in the dark.” He recognized that all these initiatives are in principle noble, but they have not led towards tangible outcomes in terms of recovery.

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*Testing has to be mandatory at every international airport and it has to be government-funded*

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He also asserted that testing has to be mandatory at every international airport and it has to be government-funded. He added that testing cannot be turned into a patchwork of incompatible measures. In his view, the industry is entering the most dangerous period of recovery, fatigue is setting everywhere, and there is over-confidence in the distribution of vaccines. He said that the industry cannot hibernate until vaccines come along. Mandatory testing regimes are required.

**Deborah Flint** started with a reflection regarding the effects of COVID-19 on the regional economy around Pearson International Airport. She referred to the hundreds of millions of dollars that used to benefit the region in the form of procurement contracts that no longer do. She also asked whether some of the great jobs created by the aviation industry would be a thing of the past after recovery. Finally, she asked whether this crisis could be used as an opportunity to make a generational change and better prepare for future pandemics.

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*Testing is the most pressing issue to kick-start recovery ...there is a need to develop common standards and real time sharing of data and solutions*

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In particular, she contended that testing is the most pressing issue to kick-start recovery in Canada. She warned that scalability will also depend on the adoption of common standards and platforms to share information. In her view, there has been little data used (out of the 40,000 samples collected at YYZ) to inform the decision-making process regarding the removal of quarantine requirements. She also mentioned that some countries have reached out to her recently and are looking at the data generated by the McMaster University pilot project deployed in collaboration with YYZ and Air Canada. Finally, she insisted on the need to develop common standards and real time sharing of data and solutions. According to her, more alignment and stronger partnerships are needed in order to make that generational change.

**Calin Rovinescu** started by saying that the time for dialogue has long passed, and this is the time for action. He also noted that the five restrictions implemented by the government on March 12, 2020 are still in place. Referring to radio shows in the 70s, he insisted that we need “less talk, and more rock.” He emphasized that progress in Canada has been driven by the private sector – referring to the McMaster pilot study – and reminded that enough data has been generated to prove that flying is safer than going to a grocery store.

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*The time for dialogue has long passed. It's time for action...what is needed now is “less talk and more rock”*

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*Testing is the gold standard for the industry - not the vaccine*

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He also insisted that testing should be the gold standard for the aviation industry – not the vaccine. In the meantime, he noted, the industry is being destroyed by government inaction. While Air Canada has laid off 20,000 employees in recent months, there are still no standardized protocols for testing in Canada. He invited both industry and government to move forward with nimbleness, creativity and speed. In his view, there is an urgent need to harness those three elements without “boiling the ocean” because risks cannot be entirely eliminated. Risk mitigation and rapid testing remain fundamental for recovery.

On the issue of health passports, he observed that it may be an interesting concept but as long as there are no international standards, it is not a viable solution unless it is uniform, standardized and globally-applied. He added that based on experience the implementation of these ideas on a global scale is very complicated. In his view, the industry should avoid creating monsters that could end up becoming a tax in perpetuity on travel. For now, the best solution is testing as consistent as possible across geographies. He supports testing on departure and on arrival. The 14-day quarantine is a death sentence on our business. He also contended that “Canada’s Flight Plan for Navigating COVID-19” has not moved anything forward in terms of generating air traffic and noted that the industry’s proposals for the implementation of flight corridors did not materialize. Finally, he mentioned that the COVID-19 pandemic has brought out the worst feature of the Canadian federation: no one does anything unless everyone agrees.

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*Health passports may be an interesting concept, but not a viable solution for recovery - unless it is uniform, standardized, and globally-applied*

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**Michael Keenan** agreed that we need to move from conversation to action. For example, when can we move to the testing phase? He noted that both government and industry seem to be converging from a strategic standpoint: testing is essential to move forward, especially as an alternative to 14-day quarantines. He remarked, however, that this requires decision-making at

the Government level. Finally, he asked industry panelists which are the international benchmarks that Canada needs to satisfy going forward.

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*The successful implementation of travel bubbles and bridges require similar standards and rules on both ends*

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**Calin Rovinescu** commented that in order for those pilots to work, more reciprocity is needed. He also pointed out that the successful implementation of travel bubbles and air bridges require similar standards and rules on both ends and mentioned that we need to review the five restrictions implemented in March 12, 2020. According to him, we need to tackle those so that we can move Canada closer to what other G7 countries are doing. We also need to create more reciprocal dynamics with other countries.

**Ed Sims** observed that conversations around the creation of bubbles, bridges and corridors were initiated in April, and Honolulu is the first truly safe corridor that has been considered after eight months of government-industry discussions. He proposed to look at cases in Iceland, Israel, Singapore, Australia, and New Zealand. He also insisted that we should not let the politics of confederation get in the way and should confirm that air travel is outside of the vector of spread.

**Deborah Flint** added that we should let the aviation sector lead the way as standards on quality assurance and control are already integrated into the industry's DNA. She also reminded everyone that testing is absolutely necessary for the foreseeable future.

**Tamara Vrooman** agreed that testing protocols should be put in place promptly in order to kick-start recovery. She also reiterated that the industry has provided enough science, evidence, and international examples of reopening. Finally, she added that we should look at other jurisdictions to open up/create safe corridors.

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*Testing protocols should be put in place promptly. Industry has provided enough science, evidence, and international examples of reopening*

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## 4. Roundtable

### MODERATOR



**Gerry Bruno**

Board Co-Chair, Executive Director,  
Future Borders Coalition

### SPECIAL GUESTS



**Goldy Hyder**

President and CEO,  
Business Council of Canada



**Mark Agnew**

Senior Director of  
International Policy,  
Canadian Chamber of  
Commerce



**David McKenna**

Chair of the Board of  
Directors, Tourism Industry  
Association of Canada



**Philippe Rainville**

President and CEO,  
Aéroports de Montréal



**Bob Sartor**

President and CEO,  
Calgary Airport Authority

## Summary of Discussion

**Gerry Bruno** welcomed all panelists and special guests to the paths to recovery Roundtable and advised that this last segment is supposed to be all about solutions and next steps. He also invited participants to consider that, just as enhancing border facilitation does not mean necessarily compromising on security, opening the border for air travel does not have to compromise the safety of travellers. He noted that the aviation industry needs a testing system in place by the spring of 2021. He then invited special guests to provide their opening remarks.

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*Opening the border for air travel does not have to compromise the safety of travellers*

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*Canada cannot pretend to be a serious country without a strong aviation industry*

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**Goldy Hyder** expressed the view that Canada is behind because the “fear agenda” has driven the whole process. Furthermore, he observed that Canada cannot pretend to be a serious country without having a strong aviation industry. A weak industry affects Canada’s competitiveness and ultimately damages industries such as tourism and hospitality. He also mentioned

that some Asian countries are way ahead and some are even projected to have positive GDP growth in 2021.

Goldy also mentioned that there is a high degree of frustration among his membership. He openly criticized the federal government for adopting a sector-agnostic approach to the crisis. He also observed that testing and contact tracing is nowhere near where it should be nine months into the pandemic. In his view, Canada’s approach to handling the response of COVID-19 does not pass the Canadian fairness test, which can be summarized as follows: “If I can’t generate revenue and you don’t give me relief, what am I supposed to do?” Finally, he remarked that we should remember that the vaccine is not a cure and should not be used as a way to avoid action. The solution is rapid testing.

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*The Government’s approach at handling the economic response to COVID-19 does not pass the Canadian fairness test*

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*Quarantines are an impediment to commerce and trade*

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**Mark Agnew** informed the Roundtable that there have been difficulties at points of entry, especially on how rules are applied. He also noted that quarantines are an impediment to commerce and trade and consistent guidance needs to be implemented going forward. He reported that some foreign

companies are thinking twice before doing business in Canada because of the travel restrictions and quarantine requirements. Mark added that there is already a lot of scientific knowledge that



could allow us to implement better risk management systems. There are also lessons we can learn from other countries. He expressed his support for a layered approach.

**David McKenna** expressed his support for the implementation of testing protocols, and he pointed to the imminent death of 80% of businesses in the tourism sector. He insisted that Canada needs to rebuild its visitor economy. Regarding the vaccine, he cited a study that found only 63% of Canadians would take the vaccine. He insisted that rapid testing is critical to kick-start recovery. He noted that countries in Latin America and the Caribbean are already outstripping Canada in terms of testing protocols and risk mitigation. Additionally, he reported that vaccination has already creating a positive public reaction in terms of bookings for 2021. Finally, he mentioned that it is necessary to implement as soon as possible an integrated and standardized testing regime throughout the whole travel journey, from airports to tourism facilities and back to airports.

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*Canada needs to build its visitor economy*

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*The creation of safe corridors may be a solution, but testing is the solution to save the next summer season*

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**Phillippe Rainville** shared with the Roundtable that YUL is running a testing pilot with France. He reported that testing is now possible in Montreal upon departure for C\$249 – or without charge in Paris but with a 2-hour line-up. He noted that Canadian passengers arriving in France are not required to quarantine. However, French citizens travelling to Canada are still subject to the 14-day quarantine. He noted that the creation and implementation of safe corridors on a country-by-country basis may be a solution in the short-term. He also sees testing as key to saving the next summer season.

**Bob Sartor** noted that Canada is still behind on testing and very little progress has been made since March 2020. In his view, the current status can be explained by Canada's federal system and added that more leadership is needed to find concrete solutions going forward. Furthermore, he observed that some level of risk should be accepted unless we want to shut down the economy completely. He also mentioned that wide implementation of PCR testing is not scalable. He noted that the results obtained by YYC mirror those of YYZ in terms of risks. He called on the federal government to show true leadership in the coming months.

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*A national protocol for testing is needed*

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**Gerry Bruno** invited special guests to a full discussion with the moderators and panelists. He started with the following question: "Recently, a number of airports, airlines and health authorities have been working on testing trials both in Canada and abroad. What new testing trials or pilots can government and industry work on together to provide additional scientific data that will further inform government policy on reduction or elimination of quarantine measures?"



**Brigitte Diogo** confirmed that PHAC is looking seriously into the question of quarantine, as well as monitoring testing pilots and the data generated therein. She also advised that funding is available to support testing and discussions have started with provinces and territories in terms of what are the other risk elements that need to be measured. Additionally, she pointed to the issue of capacity at airports if full-scale testing is implemented and noted that this issue is not under the responsibility of the federal government. Finally, she expressed her willingness to sit down with industry representatives to see how we can build on ongoing pilot projects.

**John Ossowski** advised that CBSA is ready to support the recovery efforts, especially the alignment with international standards, obtaining data in advance to facilitate border processes and the implementation of new technologies going forward.

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*The Public Health Agency of Canada is willing to sit down with industry and explore which solutions can be brought forward*

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**Gerry Bruno** then asked whether a meeting could be scheduled to design a test that could be implemented quickly for completion by spring of 2021. **Brigitte Diogo** responded that PHAC is willing to sit down with industry and explore how solutions can be brought forward in the coming weeks. She proposed to have a meeting with the industry in the coming days. **Gerry Bruno** promised to follow-up after the webinar.

**Luis Felipe de Oliveira** reminded participants that ICAO, IATA, and ACI have been working on guidelines and they have the knowledge to help and support efforts on testing, but this needs to move sooner rather than later.

**Gerry Bruno** then asked a second question to the Roundtable: “Considering that a reduction of quarantine may not be practical for short one or two-day business trips, can we work on a pilot to test if a series of pre-departure rapid antigen tests would provide an equivalent level of health safety to a mandatory quarantine? Can we look at different segments of travel?” **Brigitte Diogo** invited the industry to put this item in the agenda for the next meeting.

In reference to the Expert Panel on COVID19 Testing and Screening, **Tamara Vrooman** asked how this expert panel is being used to inform decision-making at the federal government level. **Brigitte Diogo** responded that the panel is currently supporting the testing secretariat at Health Canada and providing advice on testing protocols and other related matters.

**Gerry Bruno** asked a third question to the Roundtable: “Travel corridors have been proposed between green zones and more recently between countries and airports that have equivalent COVID-19 testing protocols in place. Can we jointly pursue establishment of select travel

corridors to support safe restart of travel with priority markets? Are there any discussions to put together reciprocal safe travel corridors without quarantines?”

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*The Public Health Agency of Canada is not waiting for the vaccine to kick-start reopening*

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**Brigitte Diogo** confirmed that there are discussions regarding Honolulu, but she is not aware about any other specific corridors in particular. However, she noted that the epidemiology situation is something government and industry have to pay attention to in terms of risk management. She also reported that the focus is on testing and implications on the quarantine period. Finally, she confirmed that PHAC is not waiting for the vaccine to kick-start reopening

**Gerry Bruno** emphasized that the industry would like to be involved in those discussions because there is interest in some of those corridors to work. He proposed to discuss further on this topic in the next meeting with PHAC— yet to be scheduled.

**Philippe Rainville** added that the issue with testing is scalability and this is why it is important to engage in the next stage of discussions which is the introduction of health passports. **Kevin Brosseau** mentioned that Transport Canada is currently looking at the issue of health passport. **Brigitte Diogo** confirmed that PHAC is also looking into this. Finally, **Gerry Bruno** reaffirmed the industry’s interest in working with PHAC and promised to schedule a meeting soon.

## 5. Outcomes and Next Steps

- a) **Meeting with the Public Health Agency of Canada** – At the end of the Roundtable, PHAC expressed its willingness to meet with the industry to discuss concrete proposals for recovery. The tentative agenda for the upcoming meeting would be implementation of testing protocols for spring/summer 2021, and the future adoption of health passports.
- b) **Consensus on Testing and Urgent Need for Action** – On the industry side, consensus was reached around the need to implement rapid testing in Canada. Industry also agreed that vaccination is not a panacea to stimulate recovery. Testing remains the best approach to safely reopening. On the government side, consensus was reached that it is time to move the conversation into action and encourage further collaboration with the industry.
- c) **Health Canada Joins Meeting with PHAC and Industry Submission of Joint Proposal for a Comprehensive Pilot** – A few days after the webinar (during a previously-scheduled meeting between Les Linklater and the CAC Policy Council as well as members of key CAC Committees), Les Linklater confirmed his participation in the follow-up meeting that had been agreed to with Brigitte Diogo (PHAC) at the end of the Roundtable. He asked for a testing proposal from the industry and CAC, NACC and FBC submitted a joint proposal for a comprehensive pilot that would involve a country-to-country air travel corridor with layered departures/arrival testing at multiple airports and with several airlines.
- d) **Meeting between Industry and Health Canada/PHAC on December 17, 2020** – The proposed pilot was discussed at the follow-up meeting between PHAC, Health Canada, NACC, CAC and FBC on December 17, 2020 and is currently under review by federal government officials.
- e) **Government-Industry Meeting in January 2021** – The next meeting is being scheduled for early January 2021 with the intent of designing and implementing a practical comprehensive pilot on an urgent basis.

## Appendix 1. Webinar Program

### **Paths to Recovery: Testing and Vaccination for Safe Restart of Air Travel**

**Tuesday, December 8th, 2020 @ 2pm-4:15pm EST (11am-1:15 pm PST)**

As the aviation sector continues to navigate through deep waters of uncertainty, the Future Borders Coalition (FBC), the Canadian Airports Council (CAC) and the National Airlines Council of Canada (NACC) bring together a group of senior government officials and seasoned industry executives to discuss policy solutions for a safe recovery and identify concrete steps to restore public confidence in air travel. These are some of the themes that will be discussed: health preclearance, testing protocols, entry requirements, vaccines, immunity passports, as well as the reduction or elimination of quarantine requirements, including the economic and social benefits of travel resumption.

#### **WELCOME REMARKS**

**5 Minutes**

**Mike McNaney**, *President and CEO, National Airlines Council of Canada*

**Gerry Bruno**, *Board Co-Chair and Executive Director, Future Borders Coalition*

**Daniel-Robert Gooch**, *President, Canadian Airports Council*

**Program Facilitator:** *Daniel-Robert Gooch, President, Canadian Airports Council*

#### **PANEL 1: GOVERNMENT**

**40 Minutes**

A discussion about ongoing developments, plans and initiatives to support the safe return of air travel and the competitiveness of Canada's aviation sector in a post-pandemic world.

- **Canada Border Services Agency:** *John Ossowski, President*
- **Health Canada:** *Les Linklater, Federal Lead, Testing Secretariat*
- **Transport Canada:** *Kevin Brosseau, Assistant Deputy Minister, Safety and Security*
- **Public Health Agency of Canada:** *Brigitte Diogo, Vice-President of Health Security Infrastructure Branch*

**Moderator:** *Cathy Munroe, Executive Consultant, InterVISTAS Consulting Inc.*

## PANEL 2: AVIATION INDUSTRY

40 Minutes

A discussion about ongoing challenges to resume operations from an airline/airport perspective, and industry initiatives to support governments in the fight against COVID-19.

- **ACI World:** *Luis Felipe de Oliveira, Director General*
- **Vancouver Airport Authority:** *Tamara Vrooman, President and CEO*
- **WestJet:** *Ed Sims, President and CEO*
- **Greater Toronto Airports Authority:** *Deborah Flint, President and CEO*
- **Air Canada:** *Calin Rovinescu, President and CEO*

**Moderator:** *Michael Keenan, Deputy Minister, Transport Canada*

## ROUNDTABLE: DEFINING THE PATH AHEAD

45 Minutes

The roundtable will bring together all panelists and moderators, including representatives from Canada's business and travel industry communities. Invited to participate in this dialogue will be: Goldy Hyder (Business Council of Canada), Mark Agnew (Canadian Chamber of Commerce), David McKenna (Tourism Industry Association of Canada), Philippe Rainville (Aéroports de Montréal), and Bob Sartor (Calgary International Airport).

**Moderator:** *Gerry Bruno, Board Co-Chair and Executive Director, Future Borders Coalition*

## CLOSING REMARKS

5 Minutes

**Mike McNaney,** *President and CEO, National Airlines Council of Canada*