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Trusted Traveler Programs

May 5, 2021

Congressional Research Service
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R46783

CRS REPORT
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SUMMARY

R46783

May 5, 2021

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Trusted Traveler Programs

Trusted traveler programs expedite the inspection of preapproved, low-risk travelers to the United States. Trusted traveler programs help the Transportation Security Administration (TSA) and U.S. Customs and Border Protection (CBP) achieve their goals of facilitating the lawful flow of people and goods while preventing the entry of unauthorized individuals, criminals, terrorists, and contraband. Trusted traveler programs operate at various combinations of air, land, and sea ports of entry. They all screen individuals arriving at a U.S. port of entry, and some programs screen those departing the United States, those traveling within the United States, or those embarking on U.S.-bound travel (i.e., at international preclearance locations).

Individuals who apply for membership in trusted traveler programs provide personal data that is checked against terrorist and criminal databases to determine if they present a low security risk. If approved, travelers may use dedicated lanes and kiosks at selected ports of entry. This expedites the security screening process and allows the applicable government agency—TSA or CBP—to expend fewer resources screening low-risk travelers, thereby reserving resources for the screening of travelers for whom risk levels are unknown. In other words, these programs are a tool for risk management.

This report discusses the five major U.S. trusted traveler programs: PreCheck, Global Entry, NEXUS (not an acronym), Secure Electronic Network for Travelers Rapid Inspection (SENTRI), and Free and Secure Trade (FAST). PreCheck is an expedited security screening process at U.S. airports. Global Entry allows for expedited clearance for preapproved, low-risk travelers when they enter the United States by air. NEXUS allows prescreened travelers expedited processing when entering the United States or Canada by air, land, or sea. SENTRI allows for expedited clearance for preapproved, low-risk travelers at certain land ports of entry along the U.S.-Mexico border. FAST is a commercial truck clearance program that provides expedited processing for known, low-risk shipments entering the United States from Canada and Mexico.

TSA PreCheck was authorized by the Aviation and Transportation Security Act (P.L. 107-71), and expanded by the FAA Extension, Safety, and Security Act of 2016 (P.L. 114-190) and the FAA Reauthorization of 2018 (P.L. 115-254). CBP's trusted traveler programs, which include Global Entry, NEXUS, SENTRI, and FAST, are authorized by various statutes, including Section 7208 of the Intelligence Reform and Terrorism Prevention Act of 2004 (IRTPA; P.L. 108-458), as amended, 8 U.S.C. §1365b(k); Section 215 of the Immigration and Nationality Act, as amended, 8 U.S.C. §1185; Section 402 of the Homeland Security Act of 2002 (P.L. 107-296), as amended, 6 U.S.C. §202; Section 404 of the Enhanced Border Security and Visa Reform Act of 2002 (P.L. 107-173), 8 U.S.C. §1753; and Section 433 of the Tariff Act of 1930, as amended, 19 U.S.C. §1433. FAST is also authorized by Title VI of the North American Free Trade Agreement Implementation Act (P.L. 103-182), 19 U.S.C. §1411-1414.

This report provides an overview of each program, including TSA's and CBP's legal authority to establish and operate these programs. It also outlines each program's eligibility requirements and application process and summarizes each program's screening/admissions, membership, and application data for the past 10 fiscal years (where available). The report concludes with a discussion of recent legislative activity.

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Trusted traveler programs allow for expedited processing of preapproved, low-risk travelers at certain ports of entry. Individuals who apply for membership in the programs provide certain biographic, and in some cases biometric, data. These data are used to conduct security threat assessments of individuals using terrorist and criminal databases. If determined that they present a low security risk, approved travelers may use dedicated lanes and kiosks at select ports of entry. This expedites the security screening process and allows the applicable government agency—the Transportation Security Administration (TSA) or U.S. Customs and Border Protection (CBP)—to expend fewer resources screening low-risk travelers and thereby reserve resources for the screening of travelers for whom risk levels are unknown. The security benefits of trusted traveler programs are designed to increase with scale because moving more travelers into expedited lanes leaves fewer unknown travelers, thus mitigating the "needle in the haystack" challenge of enforcement at ports of entry.

By distinguishing between known, low-risk travelers and lesser-known, potentially higher-risk travelers, these programs aim to enhance national security without disrupting the flow of travel and commerce. Border officials are dually responsible for facilitating the lawful flow of people and goods while preventing unauthorized entries, criminals, terrorists, and contraband from entering the United States. These policy goals are inherently in tension, as efforts to identify and prevent bad actors may delay the flow of legitimate travelers and commerce, while efforts to expedite the admissions queue may increase the risk that illicit travelers or goods are overlooked. Congress and the Department of Homeland Security (DHS) may consider deciding how to balance border security and facilitation of legitimate trade and travel. Trusted traveler programs are part of a risk management approach to address that dilemma.

This report discusses the five major trusted traveler programs in the United States—TSA's PreCheck and four programs run by CBP: Global Entry, NEXUS (not an acronym), Secure Electronic Network for Travelers Rapid Inspection (SENTRI), and Free and Secure Trade (FAST).[1] It provides an overview of these five programs, including each one's eligibility requirements and application processes, as well as key program data points such as annual screenings or admissions, membership, and applications. It also explains the legal and regulatory authority for these programs. The report concludes with a discussion of recent legislative activity related to trusted traveler programs.

TSA PreCheck

TSA PreCheck is an expedited security screening process at U.S. airports that began in October 2011 and became fully operational in 2012. PreCheck was initially available to frequent fliers of select airlines,[2] but starting in December 2013 most individuals were able to apply for the

[1] Other trusted traveler programs, such as the U.S.-Asia Economic Cooperation (APEC) Business Travel Card Program, are outside the scope of this report. In addition, this report does not address registered traveler programs, which, "like trusted traveler programs, allow individuals to provide their information to U.S. Customs and Border Protection (CBP) voluntarily prior to travel in order to qualify for dedicated processing. Unlike trusted travelers, registered travelers are not subject to vetting, but rather maintain information on file with CBP to better facilitate their arrival at ports of entry" (U.S. Department of Homeland Security, "Privacy Act of 1974; System of Records," 85 *Federal Register* 14214, March 11, 2020, p. 14215, at https://www.govinfo.gov/content/pkg/FR-2020-03-11/pdf/2020-04980.pdf). Finally, the Visa Waiver Program (VWP) is not a trusted traveler program and is thus outside the scope of this report. For more information on the VWP, see CRS Report RL32221, *Visa Waiver Program*; and CRS Report R46300, *Adding Countries to the Visa Waiver Program: Effects on National Security and Tourism*.

[2] Transportation Security Administration (TSA), "TSA Pre✓™ Pilot Starts Today at Select Airports to Further Enhance Security," press release, at https://www.tsa.gov/news/press/releases/2011/10/04/tsa-pretm-pilot-starts-today-select-

PreCheck program. PreCheck screens passengers upon departure, for both domestic and international flights. PreCheck passengers are processed through specially designated screening lanes where they can keep laptops and liquids inside their carry-on bags and they do not need to remove shoes, belts, or light jackets.[3] PreCheck is available at more than 200 airports in the United States when traveling on one of the 73 participating airlines.[4]

Legal Authority

In 2001, the Aviation and Transportation Security Act (P.L. 107-71) authorized TSA to "establish requirements to implement trusted passenger programs and use available technologies to expedite the security screening of passengers who participate in such programs, thereby allowing security screening personnel to focus on those passengers who should be subject to more extensive screening." PreCheck is a cornerstone of TSA's risk-based initiatives created under this authority.

Provisions in the FAA Extension, Safety, and Security Act of 2016 (P.L. 114-190) included language to expand the PreCheck program by involving private-sector entities in marketing and enrollment. The act mandates that PreCheck screening lanes be open and available during peak times and high-volume travel periods.

In the FAA Reauthorization of 2018 (P.L. 115-254), Congress directed TSA to work with at least two private-sector entities to expand PreCheck enrollment options and set an enrollment target of 15 million by the end of FY2021.[5] The act required TSA to ensure that PreCheck expedited screening lanes are open and available to program participants during peak and high-volume travel times and take steps to provide expedited screening at standard screening lanes when PreCheck lanes are not available. It also instructed TSA to ensure that only trusted traveler program members and members of the U.S. Armed Forces are permitted to use PreCheck screening lanes.[6]

Eligibility Requirements and Application Process

TSA accepts PreCheck applications from U.S. citizens, U.S. nationals,[7] and U.S. lawful permanent residents (LPRs). There are no age restrictions. Eligible travelers may apply online and at a TSA enrollment center to join PreCheck. There is a fee of $85 for each application, including renewal applications.

While applicants can apply online by providing certain biographic data, they also need to schedule an appointment with TSA to complete the enrollment process, which includes submitting biometric data (i.e., fingerprints and identity verification documentation containing a

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airports-further-enhance.

[3] Liquids must comply with TSA's liquid rule, which states each item must be 3.4 ounces (100 milliliters) or less. For more information, see TSA, *Liquid Rule*, at https://www.tsa.gov/travel/security-screening/liquids-rule.

[4] For a full list of airlines participating in PreCheck, see TSA, "TSA PreCheck® Participating Airlines," at https://www.tsa.gov/precheck/participating-airlines. For an interactive map of participating airports and airlines see TSA, "TSA PreCheck® Airports and Airlines," at https://www.tsa.gov/precheck/map.

[5] The most recent publicly available data suggest that TSA was having difficulty meeting this target even before the COVID-19 pandemic reduced air travel.

[6] For more information, see CRS Report R46678, *Transportation Security: Background and Issues for the 117th Congress*.

[7] A U.S. national is a person who "owes permanent allegiance to the United States" and includes U.S. citizens (8 U.S.C. §1101(a)(22)). Noncitizen U.S. nationals are individuals born in an outlying possession of the United States (i.e., American Samoa or Swains Island) to parents who are not citizens of the United States.

photograph, such as a passport or driver's license). TSA uses the submitted information to conduct security threat assessments of individuals using law enforcement, immigration, and intelligence databases, including a fingerprint-based criminal history records check through the FBI.

Once vetted and approved, a traveler receives a notification letter from TSA with an assigned PreCheck Known Traveler Number that they are to use when booking and checking in for commercial airline flights to be eligible for expedited screening. PreCheck participation is generally valid for five years,[8] and travelers can apply to renew their membership six months before expiration.

Certain individuals can utilize PreCheck expedited screening lanes even if they are not enrolled in the PreCheck program. For example, if a child under the age of 12 is not enrolled in the program, they may participate in the program's expedited screening if they are traveling with a parent or guardian who is enrolled in PreCheck. In addition, PreCheck expedited screening lanes can by utilized by certain members of select CBP trusted traveler programs (including Global Entry, SENTRI, and NEXUS).

Individuals are ineligible for PreCheck if, within specified time periods (generally seven years since court determination or five years since release from prison), they have been convicted of, found not guilty by reason of insanity of, or are under want, warrant, or indictment for certain crimes.[9] Further, TSA may reject an applicant with extensive foreign or domestic criminal convictions, even if the crimes are not specifically disqualifying, and may reject an applicant based on information in government terrorist watchlists, International Criminal Police Organization (INTERPOL) databases, and other international law enforcement and counterterrorism databases.

Screening, Membership, and Enrollment Data

Table 1 displays screening, membership, and enrollment data from FY2014 through FY2020. PreCheck screened 1.4 billion air travelers during this period.[10] Membership in the PreCheck program rose each year. New (initial) enrollments in the program rose from FY2014 through FY2016, dropped in FY2017, and rose again in FY2018 and FY2019. Enrollments dropped again in FY2020, possibly due to the impacts of the Coronavirus Disease 2019 (COVID-19) pandemic.[11] The application approval rate from FY2014 through FY2020 held constant at 99%. From FY2013 through FY2020, approximately 8,000 individuals in total were denied membership in PreCheck.[12]

[8]Applicants who wish to appeal a PreCheck denial must notify TSA within 30 days to indicate their intent to appeal and to correct information believed to be inaccurate. To obtain corrections, the applicant must provide certified copies of records supporting the claim that the initial determination was inappropriate.

[9] TSA, "Disqualifying Offenses and Other Factors," at https://www.tsa.gov/disqualifying-offenses-factors.

[10] TSA's earliest available data are for FY2014. This is because, according to CRS correspondence with TSA in October 2020, "TSA's Performance Management Information System (PMIS) development and enhancement occurred during fiscal year (FY) 2014. Therefore, prior to FY2014 the ability to designate expedited screening (types), throughput totals, and the number of PreCheck members and applications is unavailable" (CRS correspondence with TSA in October 2020).

[11] The COVID-19 pandemic sharply reduced international travel in 2020 because of reduced desire and ability to travel (e.g., because of border closures). Moreover, due to the pandemic, some TSA enrollment centers closed or modified their hours of operation (TSA, "COVID-19 Impact: Enrollment Questions," at https://www.tsa.gov/sites/default/files/esvp_covid-19-faqs-03202020.pdf).

[12] CRS correspondence with TSA in October 2020.

Table 1. TSA PreCheck Screening, Membership, and Enrollment
FY2014-FY2020

Fiscal Year	Travelers Screened	Members[a]	New Enrollments[b]	Renewals	Application Approval Rate
FY2014	133,697,275	533,206	592,086	—	99%
FY2015	268,763,205	1,589,867	1,014,824	—	99%
FY2016	280,269,184	3,739,548	2,188,290	—	99%
FY2017	256,439,655	5,460,820	1,660,277	—	99%
FY2018	195,844,278	7,211,269	1,753,441	873[c]	99%
FY2019	205,212,523	9,159,904	2,139,216	591,080	99%
FY2020	83,191,578	10,069,514	1,164,750	699,982	99%

Source: Congressional Research Service (CRS) correspondence with the Transportation Safety Administration (TSA) in October 2020.

a. According to TSA, "data includes [sic] the total count of active cumulative TSA PreCheck members by fiscal year. This includes new members and does not count previous members that have expired."

b. According to TSA, "the number of active members will not match with enrollments numbers due to denials, expirations, and application processing time that can lag behind enrollments."

c. Renewals began in late 2018.

Authority for CBP's Trusted Traveler Programs

CBP's trusted traveler programs—Global Entry, NEXUS, SENTRI, and FAST—are authorized by various statutes, including

- Section 7208 of the Intelligence Reform and Terrorism Prevention Act of 2004 (IRTPA; P.L. 108-458), as amended, 8 U.S.C. §1365b(k);
- Section 215 of the Immigration and Nationality Act, as amended, 8 U.S.C. §1185;
- Section 402 of the Homeland Security Act of 2002 (P.L. 107-296), as amended, 6 U.S.C. §202;
- Section 404 of the Enhanced Border Security and Visa Reform Act of 2002 (P.L. 107-173), 8 U.S.C. §1753; and
- Section 433 of the Tariff Act of 1930, as amended, 19 U.S.C. §1433.[13]

FAST, which is a program for commercial truck drivers, is also authorized by the National Customs Automation Program, established in Subtitle B of the Customs Modernization Act (Title VI of the North American Free Trade Agreement Implementation Act (P.L. 103-182), 19 U.S.C. §§1411-1414).[14]

[13] U.S. Department of Homeland Security (DHS), "Privacy Act of 1974; System of Records," 85 *Federal Register* 14214, March 11, 2020, at https://www.govinfo.gov/content/pkg/FR-2020-03-11/pdf/2020-04980.pdf.

[14] U.S. Department of the Treasury, "Modification, Expansion, and Re-Designation of National Customs Automation Program Test of the Account-Based Declaration Prototype To Free and Secure Trade," 67 *Federal Register* 77128, December 16, 2002, at https://www.govinfo.gov/content/pkg/FR-2002-12-16/pdf/02-31578.pdf.

The regulations that permit and define these programs include 8 C.F.R. §§103.2, 103.7, 103.16, 235.1, 235.2, 235.7,[15] and 235.12. Testing of the FAST program is authorized in 19 C.F.R. §101.9(b).[16]

Global Entry

Global Entry (GE) allows for expedited clearance for preapproved, low-risk travelers when they arrive in the United States by air. GE began as a pilot program in 2008 with kiosks in three airports. The program became permanent in 2012 and continued to expand. Currently, there are GE kiosks in 61 U.S. airports and 15 foreign airports (preclearance locations).[17]

In general, GE members are eligible for expedited processing at participating ports of entry. Instead of the normal primary inspections,[18] GE members present their machine-readable travel documents (via a card-swipe system), fingerprints (via a scanner), and customs declarations (via a touchscreen) at an automated GE kiosk. In most cases, the kiosk issues a receipt, and travelers may claim their bags and exit into the airport without further inspection. GE members may still be selected for secondary inspection on the basis of derogatory information during the screening process or at random.[19]

Certain members[20] receive GE cards with radio frequency identification (RFID) chips.[21] These cards are compliant with the Western Hemisphere Travel Initiative (WHTI),[22] and they enable reciprocal privileges to use Ready Lanes,[23] NEXUS, and SENTRI travel lanes when entering the United States at land borders.[24] In order to utilize SENTRI lanes, GE members must register their vehicle. GE members are also allowed to utilize PreCheck expedited screening lanes.

[15] SENTRI is a PORTPASS Program, which is described in 8 C.F.R. §235.7.

[16] FAST was formerly known as NCAP/P (i.e., the National Customs Automation Program [NCAP] test of an Account-Based Declaration Prototype [NCAP/P]).

[17] CRS correspondence with CBP in December 2020.

[18] During primary inspection, CBP officers conduct a brief interview with travelers, examine travel documents, and check travelers against the Interagency Border Inspection System (IBIS), a database of alleged and convicted criminals.

[19] As compared to primary inspection, individuals in secondary inspection may be subject to a more extensive interview and/or a physical search, as well as being subject to vetting against additional databases.

[20] Global Entry (GE) cards with radio frequency identification (RFID) are only issued to GE members who are U.S. citizens, U.S. LPRs, or Mexican nationals. (See the "Eligibility Requirements and Application Process" section below for the complete list of nationalities eligible for Global Entry.) GE cards cannot be used at GE kiosks; only passports or lawful permanent resident cards are accepted at GE kiosks. NEXUS cards are accepted at GE kiosks located in Canadian Preclearance Airports.

[21] RFID is a contactless integrated circuit technology that permits scanners to read data tags quickly and remotely; EZ-Pass highway toll transponders are a familiar example.

[22] The Western Hemisphere Travel Initiative (WHTI) is a joint U.S. Department of State and DHS initiative to implement the mandates and recommendations of the Intelligence Reform and Terrorism Prevention Act of 2004 (IRTPA; P.L. 108-458). For more information, see CBP, "Western Hemisphere Travel Initiative," at https://www.cbp.gov/travel/us-citizens/western-hemisphere-travel-initiative.

[23] Ready Lanes are dedicated processing lanes at land ports of entry for vehicular and pedestrian travelers with Ready Lane-eligible travel cards. For more information, see CBP, "Ready Lanes," at https://www.cbp.gov/travel/clearing-cbp/ready-lanes.

[24] The GE card is not valid for entry into Canada via the NEXUS lanes.

Eligibility Requirements and Application Process

GE is open to U.S. citizens and LPRs, as well as citizens of Argentina, Colombia, Germany, India, the Netherlands, Panama, Singapore, South Korea, Switzerland, Taiwan, and the United Kingdom, and nationals[25] of Mexico.[26] Additionally, CBP has pilot agreements with Brazil, Israel, Japan, Qatar, and Saudi Arabia.[27] Canadian citizens and residents may also receive GE benefits by joining NEXUS. Applicants under age 18 must have a parent's or legal guardian's consent.[28]

Eligible individuals can apply online through the Global Online Enrollment System and pay a $100 fee per application for a membership that is valid for five years. Applicants are required to participate in an in-person interview at a GE enrollment center. At the interview, applicants must present a valid passport and another form of identification; LPRs must present their LPR card. Applicants must also provide biometric data (e.g., fingerprints and photographs). Members can apply for renewal one year before their membership expires.[29]

Applicants are checked against a variety of national security and criminal databases during the initial application and upon each return or visit to the United States.

To receive a membership in GE, applicants must *not*

- provide false or incomplete application information;
- have any previous criminal convictions, pending criminal charges, or outstanding warrants in any country (this includes driving under the influence);
- have any previous customs, immigration, or agriculture violations in any country;
- be the subject of an ongoing investigation by any federal, state, or local law enforcement agency in any country;
- be inadmissible to the United States;[30]
- have any known or suspected terrorist connections; or
- be unable to satisfy CBP that they are low risk.[31]

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[25] According to Mexican law, individuals can obtain Mexican nationality by birth or naturalization (Capítulo II, Article 30). They become Mexican citizens when they reach the age of 18 (Capítulo IV, Article 34), as citizenship is linked to the exercise of political rights such as voting (Capítulo IV, Article 35). For more information, see *Constitución Política de los Estados Unidos Mexicanos*, at http://www.diputados.gob.mx/LeyesBiblio/pdf_mov/Constitucion_Politica.pdf.

[26] According to CBP, "there may be additional requirements [applicants] must meet depending on [the applicants'] country of citizenship." For more information, see CBP, "Eligibility for Global Entry," at https://www.cbp.gov/travel/trusted-traveler-programs/global-entry/eligibility.

[27] Pilot agreements are negotiated with each partner country, and are "intended to allow the partner country time to develop their infrastructure and evaluate the long-term benefit of enacting a 'full' arrangement." Unlike full arrangements, in which all partner country citizens can apply for GE membership, pilot agreements allow limited, specified groups of individuals to apply for the program (CRS correspondence with CBP in December 2020).

[28] Eligibility requirements for Global Entry are defined in 8 C.F.R. §235.12.

[29] CBP, "Global Entry Frequently Asked Questions," at https://www.cbp.gov/travel/trusted-traveler-programs/global-entry/frequently-asked-questions.

[30] Applicants with approved waivers of inadmissibility or parole documentation are also ineligible. For more information on waivers of inadmissibility, see U.S. Citizenship and Immigration Services (USCIS), "I-601, Application for Waiver of Grounds of Inadmissibility," at https://www.uscis.gov/i-601. For more information in immigration parole, see CRS Report R46570, *Immigration Parole* and USCIS, "Humanitarian or Significant Public Benefit Parole for Individuals Outside the United States," at https://www.uscis.gov/humanitarian/humanitarian-or-significant-public-benefit-parole-for-individuals-outside-the-united-states.

[31] 8 CFR §235.12(b)(2).

Admissions, Membership, and Application Data

Table 2 presents data for the GE program from FY2011 through FY2020. GE admissions increased steadily from FY2011 through FY2019 before a sharp decrease in FY2020, coinciding with decreased international travel as a result of the COVID-19 pandemic.

Membership in the program increased steadily each year from FY2011 through FY2019; membership continued to increase in FY2020, but at a slightly slower rate. This may have been partially due to CBP closing trusted traveler program enrollment centers on March 19, 2020, in order to "minimize the risk of exposing travelers and CBP personnel to the novel coronavirus."[32] On September 8, 2020, CBP resumed in-person interviews of conditionally approved GE applicants at most enrollment centers.

The total number of applications for GE increased every year from FY2011 through FY2019, but decreased for the first time in a decade in FY2020. Renewals as a percentage of total applications have grown exponentially since FY2012. In FY2020, renewals as a percentage of total applications were at a 10-year high (41%).

The data in **Table 2** represent all GE members. For information that parses out partner country citizens' enrollment in the program, see **Table A-1** in the **Appendix**.

Table 2. Global Entry Admissions, Membership, and Applications

FY2011-FY2020

Fiscal Year	Admissions	Members	Total Applications[a]	Percentage of Total Applications That Were Renewals	Total Application Approval Rate
FY2011	888,064	200,385	160,720	—	96%
FY2012	2,221,650	431,004	300,573	0.1%	95%
FY2013	3,334,657	935,510	599,553	0.3%	97%
FY2014	4,742,228	1,692,901	815,111	1.5%	97%
FY2015	6,151,435	2,431,016	852,180	4.2%	98%
FY2016	7,525,187	3,467,342	1,468,895	6.2%	98%
FY2017	9,276,766	4,658,906	1,481,671	12.3%	98%
FY2018	10,775,318	5,783,545	1,679,933	15.8%	98%
FY2019	11,747,143	6,743,827	2,246,208	31.3%	98%
FY2020	5,902,606	7,116,030	1,316,846	41.1%	98%

Source: CRS correspondence with U.S. Customs and Border Protection (CBP) in October 2020.

a. Total applications includes initial applications and renewals.

[32] CBP, "CBP to Reopen Trusted Traveler Programs Enrollment Centers September 8," press release, September 4, 2020, at https://www.cbp.gov/newsroom/national-media-release/cbp-reopen-trusted-traveler-programs-enrollment-centers-september-8. Enrollment on Arrival remained operational during this period. Enrollment on Arrival allows "conditionally approved Global Entry applicants to complete the enrollment process without pre-scheduling an interview." For more information, see CBP, "Enrollment on Arrival," at https://www.cbp.gov/travel/trusted-traveler-programs/global-entry/enrollment-arrival.

NEXUS

NEXUS (not an acronym), is a trusted travel program jointly managed by the United States and Canada. It began in 2002 and allows prescreened travelers expedited processing when entering the United States and Canada.[33] NEXUS members can use dedicated NEXUS lanes at 21 land ports of entry on the U.S.-Canada border,[34] and at NEXUS kiosks when entering Canada by air or marine reporting locations.[35] To use NEXUS travel lanes, members receive an identification card that has an RFID chip[36] and is WHTI-compliant.[37]

NEXUS members receive reciprocal privileges enabling them to utilize PreCheck expedited screening lanes and Global Entry kiosks when entering the United States via Canadian preclearance airports. They are also allowed to use SENTRI lanes and Ready Lanes.[38]

Eligibility Requirements and Application Process

U.S. citizens and LPRs, Canadian citizens and lawful permanent residents, and Mexican nationals[39] who are members of Mexico's trusted traveler program, Viajero Confiable, are eligible for NEXUS. Applicants under 18 must have a parent's or legal guardian's consent.

Individuals can apply online through the Global Online Enrollment System or mail a completed application, along with photocopies of supporting documentation, to a Canadian Processing Center. A NEXUS membership is valid for five years. Members can apply for renewal 90 days prior to the expiration of their membership. The application fee for both first time and renewal applications is $50 (USD) for adults if applying online or $50 (CAD) if applying by mail. Children under 18 do not pay an application fee.

A NEXUS applicant undergoes a risk assessment by CBP and the Canada Border Services Agency. Applicants who are conditionally approved must then be interviewed at a NEXUS enrollment center to complete the application process. Both the United States and Canada issue the final approval. Approved applicants can only utilize NEXUS kiosks to enter Canada if they have images of their irises captured by the Canadian government.[40]

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[33] U.S. Government Accountability Office (GAO), *Trusted Travelers: Programs Provide Benefits, but Enrollment Processes Could Be Strengthened*, GAO-14-483, May 2014, p. 5, at https://www.gao.gov/assets/670/663724.pdf.

[34] A list of ports with dedicated NEXUS lanes and hours of operation is available at Government of Canada, Canadian Border Service Agency, "NEXUS: Land," at http://cbsa-asfc.gc.ca/prog/nexus/land-terre-eng.html#where-ou.

[35] For more information on marine reporting locations, see CBP, "Pleasure Boat Reporting Requirements," at https://www.cbp.gov/travel/pleasure-boats-private-flyers/pleasure-boat-overview.

[36] RFID is a contactless integrated circuit technology that permits scanners to read data tags quickly and remotely; EZ-Pass highway toll transponders are a familiar example.

[37] WHTI is a joint U.S. Department of State and DHS initiative to implement the mandates and recommendations of the IRTPA (P.L. 108-458). For more information, see CBP, "Western Hemisphere Travel Initiative," at https://www.cbp.gov/travel/us-citizens/western-hemisphere-travel-initiative.

[38] Ready Lanes are dedicated processing lanes at land ports of entry for vehicular and pedestrian travelers with Ready Lane-eligible travel cards. For more information, see CBP, "Ready Lanes," at https://www.cbp.gov/travel/clearing-cbp/ready-lanes.

[39] According to Mexican law, individuals can obtain Mexican nationality by birth or naturalization (Capítulo II, Article 30). They become Mexican citizens when they reach the age of 18 (Capítulo IV, Article 34), as citizenship is linked to the exercise of political rights such as voting (Capítulo IV, Article 35). For more information, see *Constitución Política de los Estados Unidos Mexicanos*, at http://www.diputados.gob.mx/LeyesBiblio/pdf_mov/Constitucion_Politica.pdf.

[40] NEXUS kiosks in Canada capture live photographs but do not appear to scan irises. For more information, see Canadian Border Services Agency, *NEXUS Air: 2. How to use NEXUS kiosks and eGates*, https://www.cbsa-asfc.gc.ca/

To receive a membership in NEXUS, applicants must *not*

- provide false or incomplete application information;
- have any previous criminal convictions, pending criminal charges, or outstanding warrants (this includes driving under the influence);
- have any previous customs, immigration, or agriculture violations in any country;
- be the subject of an ongoing investigation by any federal, state, or local law enforcement agency in any country;
- be inadmissible to the United States;[41]
- have any known or suspected terrorist connections; or
- be unable to satisfy CBP or Canada Border Services Agency that they are low risk.[42]

Admissions, Membership, and Application Data

Table 3 displays admissions, membership, and application data for NEXUS for the past 10 fiscal years. Admissions under NEXUS doubled from FY2011 through FY2014 before stabilizing through FY2019 at between 6 million and 7 million annual admissions. FY2020 saw a sharp decline in admissions, likely due to reduced international travel because of the COVID-19 pandemic.

Membership in NEXUS increased every year during the last decade. While membership did not decrease in FY2020, it increased less than in the previous years, possibly due to the inability of applicants to complete the enrollment process. Interviews of conditionally approved NEXUS applicants at trusted traveler program enrollment centers have been suspended since March 19, 2020, and, unlike those for Global Entry, have not yet resumed.[43]

NEXUS applications increased steadily from FY2011 through FY2019, before a sharp decline in FY2020. Renewals as a subset of total applications increased annually over the last decade. In FY2020, renewals as a percentage of total applications were at a 10-year high (nearly 65%).

prog/nexus/kiosk-eng.html.

[41] Applicants with approved waivers of inadmissibility or parole documentation are also ineligible. For more information on waivers of inadmissibility, see USCIS, "I-601, Application for Waiver of Grounds of Inadmissibility," at https://www.uscis.gov/i-601. For more information on immigration parole, see CRS Report R46570, *Immigration Parole*; and USCIS, "Humanitarian or Significant Public Benefit Parole for Individuals Outside the United States," at https://www.uscis.gov/humanitarian/humanitarian-or-significant-public-benefit-parole-for-individuals-outside-the-united-states.

[42] 8 CFR §235.12(b)(2); CBP, *NEXUS Eligibility*, at https://www.cbp.gov/travel/trusted-traveler-programs/nexus/nexus-eligibility; CRS correspondence with CBP in December 2020.

[43] CBP, "CBP to Reopen Trusted Traveler Programs Enrollment Centers September 8," press release, September 4, 2020, at https://www.cbp.gov/newsroom/national-media-release/cbp-reopen-trusted-traveler-programs-enrollment-centers-september-8.

Table 3. NEXUS Admissions, Membership, and Applications

FY2011-FY2020

Fiscal Year	Admissions	Members	Total Applications[a]	Percentage of Total Applications That Were Renewals	Total Application Approval Rate
FY2011	3,550,425	589,918	195,126	8.9%	97%
FY2012	5,360,077	737,302	244,161	6.9%	96%
FY2013	6,138,819	900,499	299,285	11.3%	98%
FY2014	7,016,071	1,079,361	327,166	27.1%	98%
FY2015	6,822,224	1,282,599	331,442	29.8%	98%
FY2016	6,155,771	1,443,452	356,836	30.4%	98%
FY2017	6,387,952	1,614,944	366,968	33.0%	99%
FY2018	6,704,598	1,753,447	444,794	40.0%	99%
FY2019	6,340,131	1,872,118	523,122	42.0%	99%
FY2020	2,794,907	1,880,333	350,181	64.8%	99%

Source: CRS correspondence with U.S. Customs and Border Protection (CBP) in October 2020.

a. Total applications includes initial applications and renewals.

SENTRI

The Secure Electronic Network for Travelers Rapid Inspection (SENTRI) program, which began in 1995, allows for expedited clearance for preapproved, low-risk travelers at certain land ports of entry along the U.S.-Mexico border.[44] Its members may utilize dedicated pedestrian and vehicle processing lanes, which reduce wait times. While SENTRI provides benefits similar to what NEXUS provides at the U.S.-Canada border, unlike NEXUS, SENTRI is not jointly managed by the United States and the neighboring government (i.e., Mexico). SENTRI is available at 12 land ports of entry located in Arizona, California, and Texas.

SENTRI members receive a WHTI-compliant[45] RFID card.[46] A SENTRI membership provides reciprocal privileges to use Global Entry kiosks when entering the United States by air and NEXUS lanes when entering the United States from Canada by land. SENTRI members are also allowed to use PreCheck expedited screening lanes.

[44] GAO, *Trusted Travelers: Programs Provide Benefits, but Enrollment Processes Could Be Strengthened*, GAO-14-483, May 2014, p. 5, at https://www.gao.gov/assets/670/663724.pdf.

[45] WHTI is a joint U.S. Department of State and DHS initiative to implement the mandates and recommendations of the IRTPA (P.L. 108-458). For more information, see CBP, "Western Hemisphere Travel Initiative," at https://www.cbp.gov/travel/us-citizens/western-hemisphere-travel-initiative.

[46] RFID is a contactless integrated circuit technology that permits scanners to read data tags quickly and remotely; EZ-Pass highway toll transponders are a familiar example.

Eligibility Requirements and Application Process

SENTRI does not have citizenship requirements or age limitations. However, applicants under age 18 must have a parent's or legal guardian's consent.[47]

Applications can be submitted online through the Global Online Enrollment System or by completing the SENTRI Application paper form (Form 823S). Applicants who are conditionally approved must then be interviewed at a SENTRI enrollment center and must register the vehicles they intend to use with the program. SENTRI applicants are subject to more stringent application requirements than other trusted traveler program applicants and must provide the following:

- a valid passport;
- another form of identification (e.g., a driver's license or state ID document);
- an LPR card (if an LPR);
- original evidence of admissibility to the United States (for non-U.S. citizens);
- vehicle registration and proof of insurance or a notarized letter authorizing use of the vehicle if the SENTRI applicant is not the vehicle owner;
- evidence of employment or financial support; and
- evidence of place of residence.

The SENTRI fee includes an application fee of $25 per person (or a maximum of $50 for parents and minor children), a fingerprint fee of $14.50 (for applicants age 14 and older), and a system cost fee of $82.75 per person (or a maximum of $165.50 for parents and minor children). For an individual applying alone, the SENTRI fee totals $122.25, paid upon initial application and renewal applications. There is no fee for the first vehicle registered in the initial application. It costs an additional $42 per car to register more cars or to register oneself to more than one car. Furthermore, if no vehicles are registered at the time of initial application, it costs $42 to register a vehicle later. In addition, SENTRI members may only use SENTRI lanes while driving registered vehicles. A SENTRI membership is valid for five years. Members can apply for renewal one year prior to their membership expiration date.[48]

To receive a membership in SENTRI, applicants must *not*

- provide false or incomplete application information;
- have any previous criminal convictions, pending criminal charges, or outstanding warrants (this includes driving under the influence);
- have any previous customs, immigration, or agriculture violations in any country;
- be the subject of an ongoing investigation by any federal, state, or local law enforcement agency in any country;
- be inadmissible to the United States;[49]

[47] The parent or legal guardian does not have to be a SENTRI member. Children under age 18 are required to complete the application process, pay the fee, and schedule an interview (a parent or legal guardian must be present).

[48] CBP, "How To Renew Your SENTRI Membership," at https://www.cbp.gov/travel/trusted-traveler-programs/sentri/sentri-renewal.

[49] Applicants with approved waivers of inadmissibility or parole documentation are also ineligible. For more information on waivers of inadmissibility, see USCIS, "I-601, Application for Waiver of Grounds of Inadmissibility," at https://www.uscis.gov/i-601. For more information in immigration parole, see CRS Report R46570, *Immigration Parole*; and USCIS, "Humanitarian or Significant Public Benefit Parole for Individuals Outside the United States," at

- have any known or suspected terrorist connections; or
- be unable to satisfy CBP that they are low risk.[50]

Admissions, Membership, and Application Data

Table 4 provides SENTRI admissions, membership, and application data for FY2011 through FY2020. SENTRI admissions increased from FY2011 through FY2018, held steady in FY2019, and then dropped in FY2020, likely due to reduced travel because of the COVID-19 pandemic.

Annual SENTRI membership increased steadily over the past 10 fiscal years. It did not drop in FY2020, but it did not increase at the same rate, likely due to the reduction in applications. The number of total SENTRI applications each fiscal year fluctuated in the first part of the decade, but FY2016-FY2019 saw a steady increase. Applications dropped significantly in FY2020, likely due to the impact of the COVID-19 pandemic on international travel.[51]

Renewals as a subset of total applications increased most years from FY2013 through FY2018. In FY2020, renewals as a percentage of total applications were at a 10-year high (51.36%).

Table 4. SENTRI Admissions, Membership, and Applications

FY2011-FY2020

Fiscal Year	Admissions	Members	Total Applications[a]	Percentage of Total Applications That Were Renewals	Approval Rate
FY2011	15,148,514	263,988	127,315	28.1%	91%
FY2012	18,730,877	301,889	97,624	35.0%	92%
FY2013	20,783,758	357,731	103,098	23.9%	93%
FY2014	22,851,684	397,756	92,685	27.6%	95%
FY2015	24,139,732	426,861	91,590	30.6%	95%
FY2016	25,917,515	464,416	136,381	43.3%	96%
FY2017	27,679,842	501,468	145,198	42.6%	96%
FY2018	29,640,114	533,216	154,181	49.7%	96%
FY2019	29,635,495	546,453	165,858	43.8%	97%
FY2020	21,386,479	547,808	123,522	51.4%	95%

Source: CRS correspondence with U.S. Customs and Border Protection (CBP) in October 2020.

a. Total applications include initial applications and renewals.

https://www.uscis.gov/humanitarian/humanitarian-or-significant-public-benefit-parole-for-individuals-outside-the-united-states.

[50] 8 CFR §235.12(b)(2); CBP, *Eligibility*, at https://www.cbp.gov/travel/trusted-traveler-programs/sentri/eligibility; CRS correspondence with CBP in December 2020.

[51] Furthermore, according to CBP, "SENTRI enrollments on the southern border may ... be limited" due to restrictions on nonessential travel in light of the pandemic. CBP, "CBP to Reopen Trusted Traveler Programs Enrollment Centers September 8," press release, September 4, 2020, at https://www.cbp.gov/newsroom/national-media-release/cbp-reopen-trusted-traveler-programs-enrollment-centers-september-8.

FAST

The Free and Secure Trade (FAST) program, which began in 2002,[52] is a commercial truck clearance program that provides expedited processing for known, low-risk shipments entering the United States from Canada and Mexico. FAST lanes allow shipments to be processed more quickly because they are granted priority CBP inspection processing and are subject to a reduced number of inspections.[53]

FAST lanes process commercial cargo vehicles at 15 land ports of entry. On the U.S.-Canada border, FAST North lanes are located in Michigan, New York, and Washington. On the U.S.-Mexico border, FAST South lanes are located in Arizona, California, New Mexico, and Texas.

A driver's FAST membership is valid for five years. Members receive a WHTI-compliant[54] RFID card.[55] FAST North provides full benefits at both borders. If an applicant is approved for FAST North, he/she does not need to apply for FAST South. However, if an applicant is approved for FAST South, he/she would still need to apply for FAST North in order to use FAST processing on the Canadian border.

Eligibility Requirements and Application Process

FAST enrollment is open to truck drivers who are U.S. citizens, U.S. lawful permanent residents, Canadian citizens, Canadian lawful permanent residents, and Mexican nationals. Applicants must be age 18 or older and have a valid driver's license.

The FAST application fee is $50 for a membership that is valid for five years. Members can apply for renewal up to one year prior to their membership expiration date.[56]

Participation in FAST requires that every link in the supply chain (e.g., manufacturer, carrier, driver, and importer) be certified under the Customs Trade Partnership Against Terrorism (C-TPAT) program.[57]

To become a member in FAST, applicants must *not*

- provide false or incomplete application information;

[52] GAO, *Trusted Travelers: Programs Provide Benefits, but Enrollment Processes Could Be Strengthened*, GAO-14-483, May 2014, p. 5, at https://www.gao.gov/assets/670/663724.pdf.

[53] CBP, "Free and Secure Trade (FAST): Fact Sheet," at https://www.cbp.gov/sites/default/files/documents/FAST%20Fact%20Sheet%20-%20FINAL%20%28web%20ready%29.pdf.

[54] WHTI is a joint U.S. Department of State and DHS initiative to implement the mandates and recommendations of the IRTPA (P.L. 108-458). For more information, see CBP, "Western Hemisphere Travel Initiative," at https://www.cbp.gov/travel/us-citizens/western-hemisphere-travel-initiative.

[55] RFID is a contactless integrated circuit technology that permits scanners to read data tags quickly and remotely; EZ-Pass highway toll transponders are a familiar example.

[56] CBP, "How To Renew Your FAST Membership," at https://www.cbp.gov/travel/trusted-traveler-programs/fast/fast-driver-program/fast-renewal.

[57] C-TPAT is a public-private partnership program. One of C-TPAT's benefits is access to FAST lanes. According to CBP, "more than 10,000 companies world-wide are certified CTPAT members ... CBP conducts routine on-site visits to domestic and foreign CTPAT member facilities to evaluate and validate their supply-chain security measures." CBP, "FAST: Free and Secure Trade for Commercial Vehicles," at https://www.cbp.gov/travel/trusted-traveler-programs/fast. For more information on C-TPAT applications, see CBP, "Application for Highway Carriers," at https://www.cbp.gov/travel/trusted-traveler-programs/fast/application-highway-carriers.

- have any previous criminal convictions, pending criminal charges, or outstanding warrants (this includes driving under the influence);
- have any previous customs, immigration, or agriculture violations in any country;
- be the subject of an ongoing investigation by any federal, state, or local law enforcement agency;
- be inadmissible to the United States;[58]
- have any known or suspected terrorist connections; or
- fail to meet other requirements of the FAST Commercial Driver Program.

Admissions, Membership, and Application Data

CBP records FAST North and FAST South data separately. **Table 5** summarizes annual admissions, membership, and application data under FAST North for FY2011 through FY2020. Admissions increased most years from FY2012 through FY2019, and then dropped in FY2020, likely due to the impacts of the COVID-19 pandemic on international travel and trade.[59]

Over the past 10 fiscal years, membership in FAST North declined every year except FY2014. Applications fluctuated over this period, as did renewals (a subset of total applications) in both raw numbers and as a percentage of total applications. In FY2020, renewals as a percentage of total applications were at a 10-year high (61.15%). This may be partially due to the fact that from March 19, 2020, until the cover date of this report, FAST North interviews of new applicants at enrollment centers have been suspended "due to the temporary restrictions on nonessential travel at U.S. land borders" related to the COVID-19 pandemic.[60]

Table 5. FAST North Admissions, Membership, and Applications

FY2011-FY2020

Fiscal Year	Admissions	Members	Total Applications[a]	Percentage of Total Applications That Were Renewals	Total Application Approval Rate
FY2011	701,722	67,695	12,738	58.3%	89%
FY2012	631,248	65,504	13,262	39.5%	86%
FY2013	647,453	64,577	16,116	40.3%	88%
FY2014	683,491	66,561	12,723	38.2%	84%
FY2015	704,413	62,101	18,504	36.0%	92%
FY2016	720,074	60,830	16,313	53.3%	93%

[58] Applicants with approved waivers of inadmissibility or parole documentation are also ineligible. For more information on waivers of inadmissibility, see USCIS, "I-601, Application for Waiver of Grounds of Inadmissibility," at https://www.uscis.gov/i-601. For more information in immigration parole, see CRS Report R46570, *Immigration Parole* and USCIS, "Humanitarian or Significant Public Benefit Parole for Individuals Outside the United States," at https://www.uscis.gov/humanitarian/humanitarian-or-significant-public-benefit-parole-for-individuals-outside-the-united-states.

[59] For more information, see World Trade Organization, "COVID-19 and world trade," at https://www.wto.org/english/tratop_e/covid19_e/covid19_e.htm.

[60] CBP, "CBP to Reopen Trusted Traveler Programs Enrollment Centers September 8," press release, September 4, 2020, at https://www.cbp.gov/newsroom/national-media-release/cbp-reopen-trusted-traveler-programs-enrollment-centers-september-8.

Fiscal Year	Admissions	Members	Total Applications[a]	Percentage of Total Applications That Were Renewals	Total Application Approval Rate
FY2017	722,825	59,736	12,800	46.7%	93%
FY2018	714,824	59,251	11,225	37.2%	91%
FY2019	724,296	57,697	13,163	45.2%	91%
FY2020	654,937	53,016	12,441	61.2%	91%

Source: CRS correspondence with U.S. Customs and Border Protection (CBP) in October 2020.

a. Total applications includes initial applications and renewals.

As **Table 6** indicates, there are fewer members of FAST South than FAST North, but FAST South has more admissions. As mentioned previously, FAST North members can utilize FAST South lanes, but not vice-versa.

From FY2011 through FY2019, admissions under FAST South rose fairly steadily. They dropped in FY2020, likely due to the impacts of the COVID-19 pandemic on international travel and trade.

Membership also generally increased over the past 10 years, except for a slight dip in FY2015 (approximately 100 fewer members than in FY2014) and a larger decrease in FY2020 (over 500 fewer members than FY2019). According to CBP, "FAST South enrollments on the southern border may also be limited" due to restrictions on nonessential travel in light of the COVID-19 pandemic.[61]

Total applications increased most years from FY2011 through FY2019 before dropping in FY2020. Renewals display more variation. In FY2020, renewals as a percentage of total applications were at a 10-year high (49.39%).

Table 6. FAST South Admissions, Membership, and Applications

FY2011-FY2020

Fiscal Year	Admissions	Members	Total Applications[a]	Percentage of Total Applications That Were Renewals	Total Application Approval Rate
FY2011	1,301,907	11,650	2,680	45.0%	92%
FY2012	1,439,117	12,200	2,913	41.0%	91%
FY2013	1,558,404	12,907	3,302	42.7%	90%
FY2014	1,560,288	13,622	3,596	21.9%	80%
FY2015	1,635,713	13,520	4,904	33.5%	94%
FY2016	1,698,471	14,656	4,438	44.7%	95%
FY2017	1,782,097	15,250	4,508	35.4%	94%
FY2018	1,875,461	17,053	4,164	33.1%	96%

[61] Ibid.

Fiscal Year	Admissions	Members	Total Applications[a]	Percentage of Total Applications That Were Renewals	Total Application Approval Rate
FY2019	1,996,198	18,792	5,430	35.1%	94%
FY2020	1,962,729	18,260	4,033	49.4%	92%

Source: CRS correspondence with U.S. Customs and Border Protection (CBP) in October 2020.

a. Total applications includes initial applications and renewals.

Table 7. Trusted Traveler Programs: At a Glance

Program & PoE Type	Benefits	Eligibility	Cost & Validity
TSA PreCheck	**Program Benefits:** Expedited security screening upon departure from U.S. airports. **Reciprocal Benefits:** None.	**Nationality:** U.S. citizens, U.S. nationals, and U.S. lawful permanent residents (LPRs) **Age:** There are no age restrictions.	**Cost:** $85 USD **Validity:** 5 years
Global Entry (GE)	**Program Benefits:** Expedited clearance upon arrival in the United States by air at automated GE kiosks. **Reciprocal Benefits:** TSA PreCheck, Ready Lanes, NEXUS, SENTRI (if vehicle registered)	**Nationality:** U.S. citizens and LPRs, and citizens of Argentina, Colombia, Germany, India, the Netherlands, Panama, Singapore, South Korea, Switzerland, Taiwan, and the United Kingdom, and nationals of Mexico. U.S. Customs and Border Protection (CBP) has pilot agreements with Brazil, Israel, Japan, Qatar, and Saudi Arabia. **Age:** Applicants under age 18 must have a parent's or legal guardian's consent.	**Cost:** $100 USD **Validity:** 5 years
NEXUS	**Program Benefits:** Expedited processing when entering the United States and Canada via NEXUS lanes at land ports of entry on the U.S.-Canada border and NEXUS kiosks when entering Canada by air or marine reporting locations. **Reciprocal Benefits:** TSA PreCheck, GE, SENTRI, Ready Lanes	**Nationality:** U.S. citizens and LPRs, Canadian citizens and lawful permanent residents, and Mexican nationals[a] who are members of Mexico's trusted traveler program, Viajero Confiable. **Age:** Applicants under 18 must have a parent's or legal guardian's consent.	**Cost:** $50 USD **Validity:** 5 years
SENTRI	**Program Benefits:** Expedited clearance at certain land ports of entry along the U.S.-Mexico border. **Reciprocal Benefits:** TSA PreCheck, GE, and NEXUS lanes at land ports of entry when entering the United States from Canada	**Nationality:** No citizenship requirements. **Age:** Applicants under age 18 must have a parent's or legal guardian's consent.	**Cost:** $122.50 USD[b] **Validity:** 5 years
FAST	**Program Benefits:** Commercial truck clearance program that provides expedited processing for shipments entering the United States from Canada and Mexico. **Reciprocal Benefits:** None. FAST north can use fast south but not vice-versa.	**Nationality:** U.S. citizens and LPRs, Canadian citizens, Canadian lawful permanent residents, and Mexican nationals[a] **Age:** Applicants must be age 18 or older. **Other:** Must be a truck driver and have a valid driver's license.	**Cost:** $50 USD **Validity:** 5 years

Sources: Transportation Security Administration, "TSA PreCheck® FAQ," at https://www.tsa.gov/precheck/faq; CBP, "Trusted Traveler Programs," at https://www.cbp.gov/travel/trusted-traveler-programs.

Notes:

a. According to Mexican law, individuals can obtain Mexican nationality by birth or naturalization (Capítulo II, Article 30). They become Mexican citizens when they reach the age of 18 (Capítulo IV, Article 34), as citizenship is linked to the exercise of political rights such as voting (Capítulo IV, Article 35). For more information, see *Constitución Política de los Estados Unidos Mexicanos*, at http://www.diputados.gob.mx/LeyesBiblio/pdf_mov/Constitucion_Politica.pdf.

b. This includes an application fee of $25 per person (or a maximum of $50 for parents and minor children), a fingerprint fee of $14.50 (for applicants aged 14 and older), and a system cost fee of $82.75 per person (or a maximum of $165.50 for parents and minor children). It costs an additional $42 per car to register more cars, to register oneself to more than one car, or to register a car after submitting the initial application.

Selected Legislative Activity

In recent Congresses, legislative proposals related to trusted traveler programs have promoted enrollment as a means to increase security. As previously mentioned, the security benefits of trusted traveler programs are designed to increase with scale because moving more travelers into expedited lanes speeds overall processing times, and fewer unknown travelers mitigates the "needle in the haystack" challenge of enforcement at ports of entry. For example, some bills have sought to expand eligibility to specific populations or automatically enroll specific populations (e.g., veterans or law enforcement officers).[62] Others have proposed redress for individuals whose membership may have been revoked erroneously.[63]

Some lawmakers have focused on the enrollment process. Proposals have ranged from requiring online enrollment for PreCheck to standardizing enrollment processes for individuals applying to multiple trusted traveler programs.[64] Other bills have sought to coordinate the interview and enrollment process for U.S. visas and Global Entry for eligible foreign nationals.[65]

Some bills addressed security by focusing on standards for international partnerships. For example, bills have outlined certain security and information sharing benchmarks that foreign nations must meet in order to become or remain a partner country in a trusted traveler program.[66]

In line with Congress' role in appropriations and oversight, bills in recent Congresses have addressed funding of trusted traveler programs or have requested that the Government Accountability Office (GAO) review the programs.[67] In addition, Congress has directly executed its oversight role by holding congressional hearings about trusted traveler programs. Previous hearings related to the programs have addressed their management and implementation, security screening operations and technologies, and airport wait times, among other issues.[68]

[62] For example, see S. 2035, S. 1349, and H.R. 3356 from the 116th Congress.

[63] For example, see H.R. 3675 from the 116th Congress.

[64] For example, see S. 4577 and H.R. 7987 from the 116th Congress.

[65] For example, see H.R. 2187 from the 116th Congress.

[66] For example, see H.R. 878 from the 114th Congress.

[67] For example, see S. 643 and H.R. 3675 from the 116th Congress.

[68] See, for example, U.S. Congress, House Committee on Homeland Security, Subcommittee on Border Security Facilitation and Operations, *Examining DHS' Management of Trusted Traveler Programs*, hearing, 116th Cong., 2nd sess., September 30, 2020 (Washington, DC); U.S. Congress, House Committee on Homeland Security, Subcommittee on Transportation and Protective Security, *Assessing the TSA Checkpoint: The Precheck Program and Airport Wait Times*, hearing, 115th Cong., 2nd sess., May 17, 2018 (Washington, DC); U.S. Congress, House Committee on Homeland Security, Subcommittee on Transportation Security, *Risk-Based Security: Assessing the Path Forward for TSA PreCheck*, hearing, 114th Cong., 1st sess., March 25, 2015 (Washington, DC); and U.S. Congress, House Committee on Homeland Security, Subcommittee on Transportation Security, *A Review of Passenger Screening Technology at U.S. Airports*, hearing, 112th Cong., 1st sess., December 8, 2011 (Washington, DC).

Appendix. Global Entry Enrollment of Partner Country Citizens

Global Entry (GE) is open to U.S. citizens and U.S. LPRs, as well as citizens of 17 countries: 12 GE official partner countries and 5 countries with pilot agreements. The following table shows the number of partner and pilot country citizens enrolled in GE from FY2013 through FY2020.[69] This table does not represent the 216,819 U.S. LPRs enrolled in GE as of September 2020 who hold citizenships from a wide array of nations nor the 6,693,734 U.S. citizens enrolled in FY2020.

Table A-1. Global Entry Program: Enrollment of Partner Country Citizens, FY2013-FY2020

Partner Country	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Argentina	—	—	—	—	2,333	3,847	4,501	4,708
Brazil[a]	—	—	—	—	—	—	—	0
Colombia	—	—	—	—	1,041	2,036	2,817	3,024
Germany	1,898	4,570	6,578	9,146	11,399	13,738	14,501	14,060
India	—	—	—	—	121	2,103	6,095	8,532
Israel[a]	—	—	21	179	306	385	455	465
Japan[a]	—	—	—	—	145	504	1,054	1,247
Mexico	34,574	52,313	74,776	89,000	103,437	111,927	114,960	111,667
Netherlands[b]	2,477	3,139	3,607	2,935	2,994	2,847	2,604	2,203
Panama	—	746	1,766	2,662	3,095	3,342	3,505	3,093
Qatar[a]	332	451	614	722	782	715	664	582
Saudi Arabia[a]	—	3	15	17	17	19	36	28
Singapore	—	—	—	177	1,666	2,703	3,327	3,569
South Korea	653	1,394	1,793	2,384	3,214	3,871	4,178	4,155
Switzerland	—	—	—	—	591	1,324	1,954	2,276
Taiwan	—	—	—	—	—	3,015	4,676	5,058
United Kingdom	734	1,439	1,488	10,800	22,987	32,058	38,508	40,810

Source: CRS correspondence with U.S. Customs and Border Protection (CBP) in October 2020.

a. Countries with pilot agreements.

b. Enrollment is currently paused as the agreement undergoes periodic review (CRS correspondence with CBP, October 2020).

[69] FY2013 was the first year "data was archived through standardized reporting" (CRS correspondence with CBP, October 2020).

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