

# Coordinated Clearance Point of Departure Determination

**CRITICAL MUST HAVES  
BEYOND THE BORDER PERIMETER STRATEGY  
MUST DELIVER**

**EBTC ANNUAL WORKSHOP  
Advancing the BtB Action Plan  
Burlington, Vermont**

Presented by  
Jim Phillips  
September 17, 2013



**Can/Am Border Trade Alliance**



**Coordinated  
Clearance  
Coalition**

*Affiliated with the CAN-AM BTA*

# **BORDER PERIMETER VISION MEETING WITH U.S. AMBASSADOR JACOBSON**

**February 17, 2011**

**Can/Am BTA Recommended Essentials to be in the Vision:**  
**(All were subsequently included in the Action Plan or implemented.)**

Economics will be determining Border Management. Budget cuts to CBP and CBSA will impact heavily. Security efforts are not likely to be reduced thus COMMON SENSE and REALITY are needed to MORE EFFECTIVELY AND WITH LESS COST TO GOVERNMENT AND TRADE STAKEHOLDERS EXPEDITE KNOWN LOW-RISK TRUSTED TRADER SHIPMENTS AND TRUSTED TRAVELER CROSSINGS.

Detailed specifics for a majority of the following contained in COORDINATED CLEARANCE- POINT OF DEPARTURE DETERMINATION document presented.

**8 SPECIFIC BORDER ISSUE IMPROVEMENTS WITH SOLUTIONS**

# CanAmBTA presented

## **8 SPECIFICS BORDER ISSUE IMPROVEMENTS WITH SOLUTIONS**

**ENTRY-EXIT** Canadian Entry at land border become US Exit match and vice versa.  
Save \$ billions versus US Exit Booth construction and staffing.  
Avoid major US Exiting Grid Lock. US provide Readers to PIL's.

**EXPEDITE LOW-RISK** Upgrade FAST to Modified Green Lane  
Trusted Trader (CSA, C-TPAT, PIP) access to Primary Inspection.  
Eliminate duplicate Inspection at Land Border by risk targeting  
at departure.

**Peace Bridge Truck Pre-processing Canadian Side** - Pre-process not Pre-clear by US.  
EARLY DELIVERABLE saves \$300 Million  
Full descriptive Slide Deck Handout given.

**Biometric check of foreign visitors prior to boarding offshore** so NO non low-risk people  
can reach US or Canadian soil.

# CanAmBTA presented

**Issue RFID Vicinity Canadian Passport Companion Card for land border crossing.**

**Saves 24 seconds per person inspection time. Equates to saving 200,000 hours wait time by Canadian cardholders and 200,000 hours reduced Officer inspection time EACH for CBSA and CBP Primary Inspection Booth time.**

**Develop Joint or Cross Designation for 2 way Inspection at low volume rural crossings.**

**Streamline current excessive Border Regulations in Partnership with Industry.**

**TSA recognize NEXUS at US airport passenger inspections. NEXUS is proven low CATSA does at Canadian major airports.**

**Detailed specifics for a majority of the above contained in COORDINATED CLEARANCE- POINT OF DEPARTURE DETERMINATION document presented.**

# Beyond The Border Specifies:

## Economic Benefits

Harmonization of pre-arrival data requirements for all stakeholders and **alternate processes and approaches for Trusted Trader participants.**

- Data harmonization will mean streamlining the requirements and reducing complexity for trade to provide the same information to both Agencies; thereby reducing the compliance burden on industry
- Consistency in data requirements will decrease the likelihood of errors, resulting in higher compliance rates, and therefore, fewer data corrections and fewer delays at the border.
- **Harmonizing data elements will allow for increased accuracy in risk assessments based on common data elements, thus expediting processing of low risk goods.**
- Reduced costs to industry conducting business across the border **by implementing, where practicable, common practices and streamlined procedures for customs processing of Trusted Trader participants.**

# **EXPEDITED CARGO CLEARANCE REQUIRES A COMPLETED BEYOND THE BORDER INITIATIVE**

**ENHANCED AND EFFECTIVE INTELLIGENCE**

**ADVANCE ACCURATE DATA**

**EFFECTIVE TARGETING**

**INTERCHANGEABLE SHARED DATA**

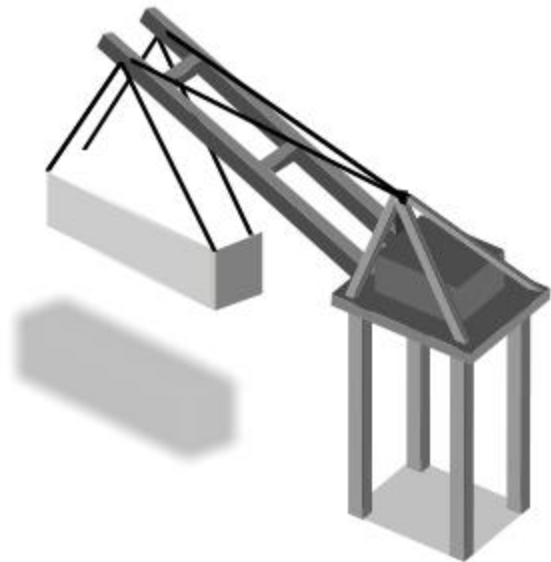
**INTEROPERABLE TECHNOLOGY AND EQUIPMENT**

**HARMONIZED REGULATIONS**

**CBSA & CBP ONE FACE AT THE BORDER FOR ALL OGA'S & OGD'S**

**Coordinated Clearance  
Point of Departure Determination**

# **Goods Movement Concept**



**CONTAINER SECURITY INITIATIVE (CSI) PORT  
60 OF THEM CURRENTLY PROCESS ALMOST  
90% OF CONTAINERS ARRIVING THE US.  
COMMISSIONER BONNER ANNOUNCED AT  
SOME POINT ONLY CSI PORTS WOULD BE  
ALLOWED TO SHIP TO U.S.**





CSI  
Port

**100% TARGETED AND  
RISK ASSESSED**

Canada  
or US

US or  
Canada

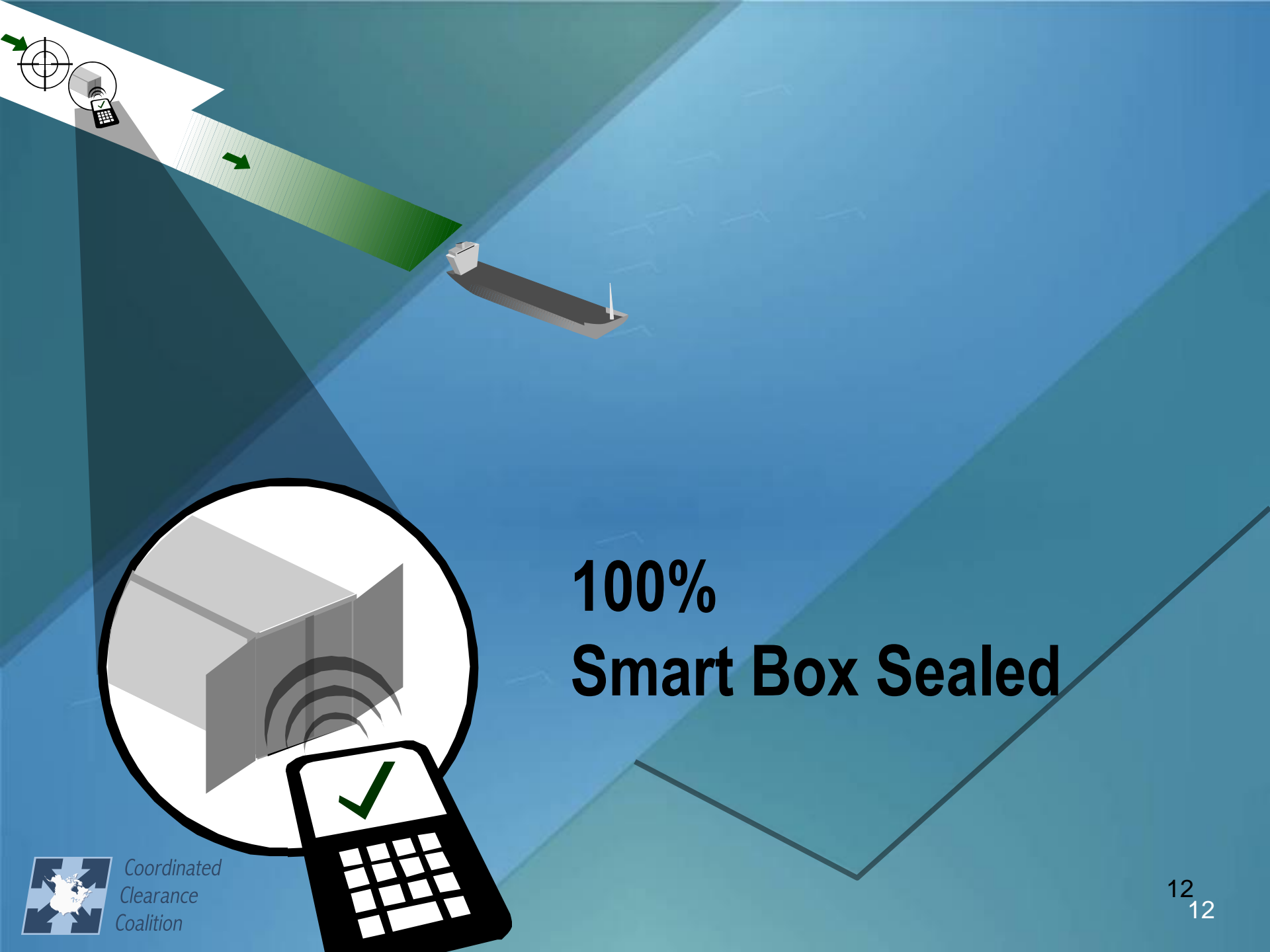


**Before Leaving 100%  
Full Targeted  
& Risk Assessed**

# SMART BOX TECHNOLOGY - LIVE PILOT TESTING



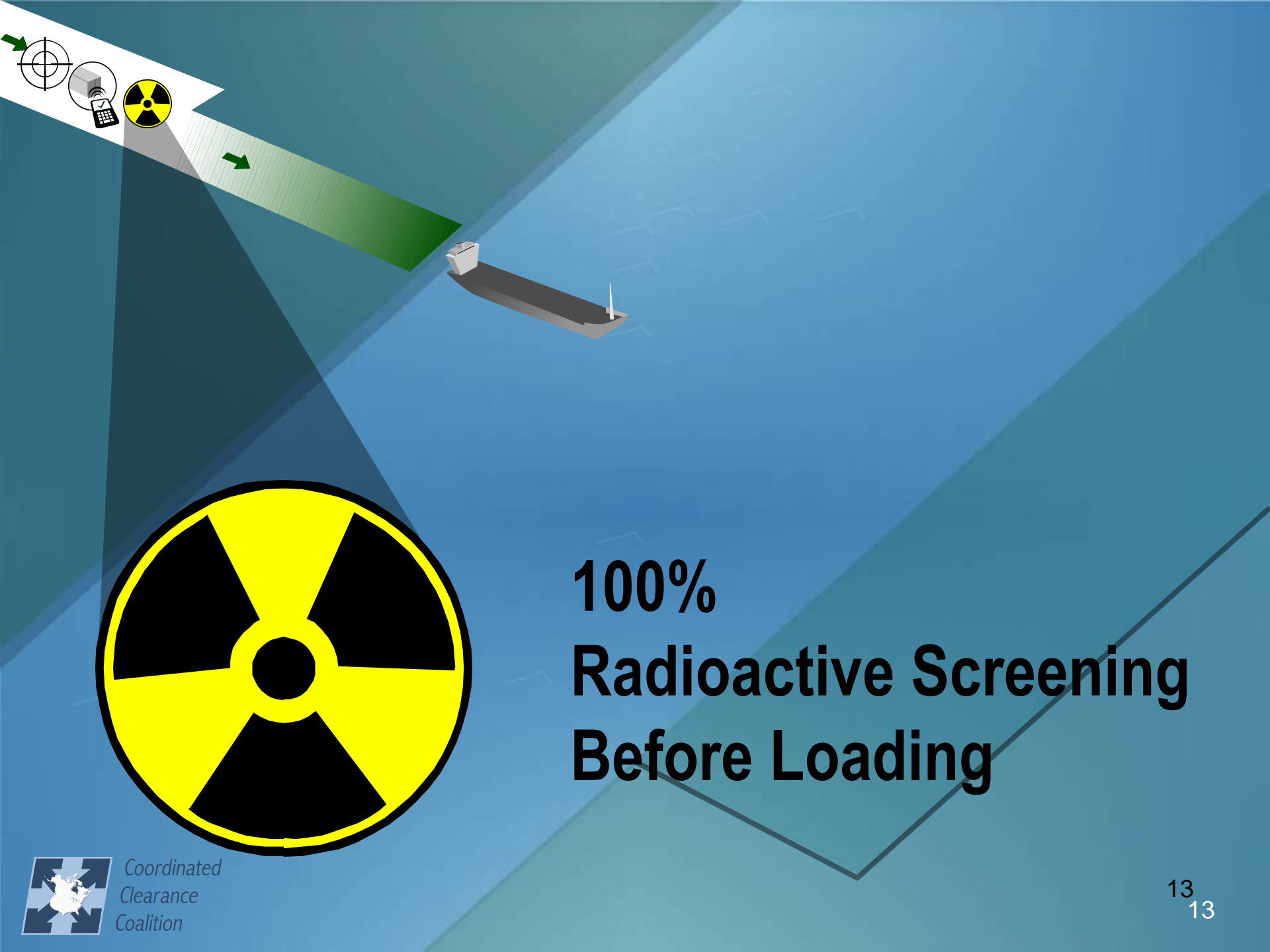
Coordinated  
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# 100% Smart Box Sealed



Coordinated  
Clearance  
Coalition



# 100% Radioactive Screening Before Loading

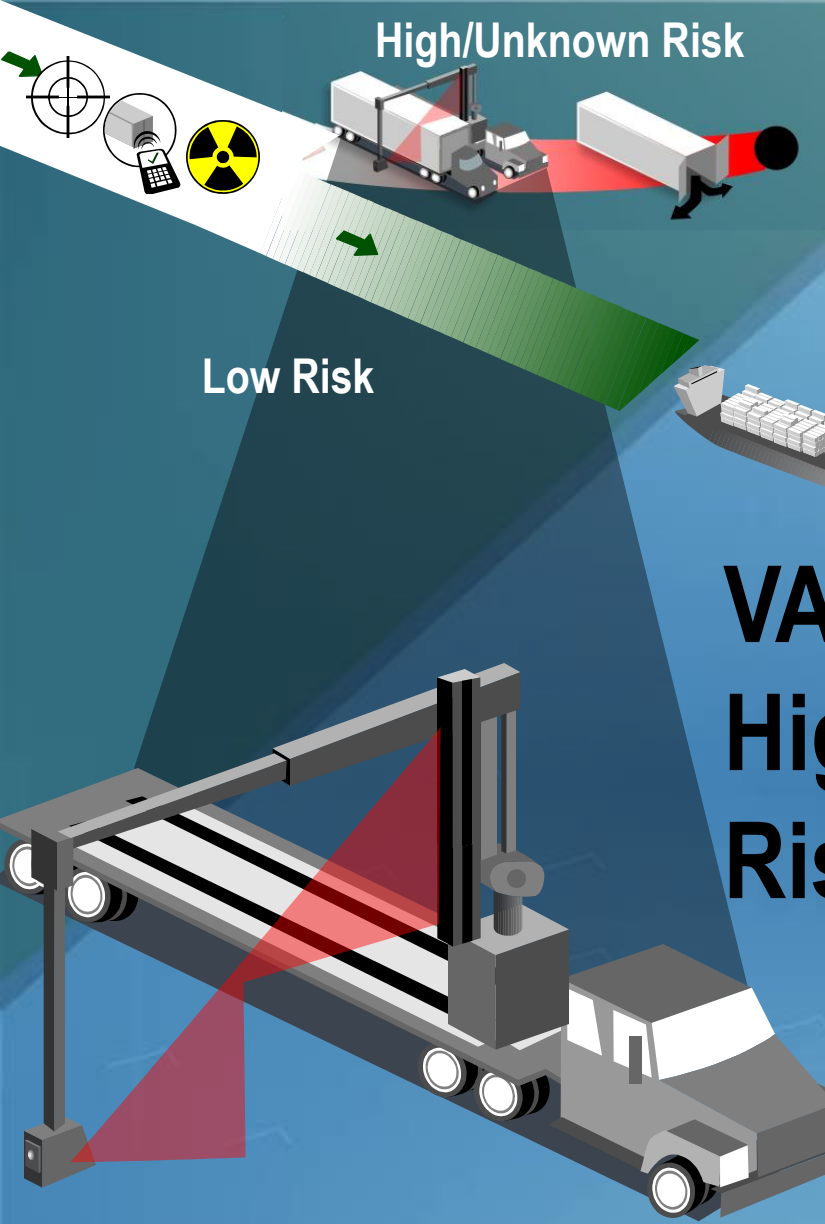


Low Risk

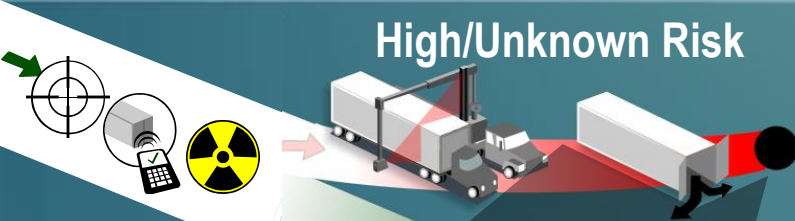
# LOW RISK LOADS



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# VACIS for High or Unknown Risk Cargo



Low Risk

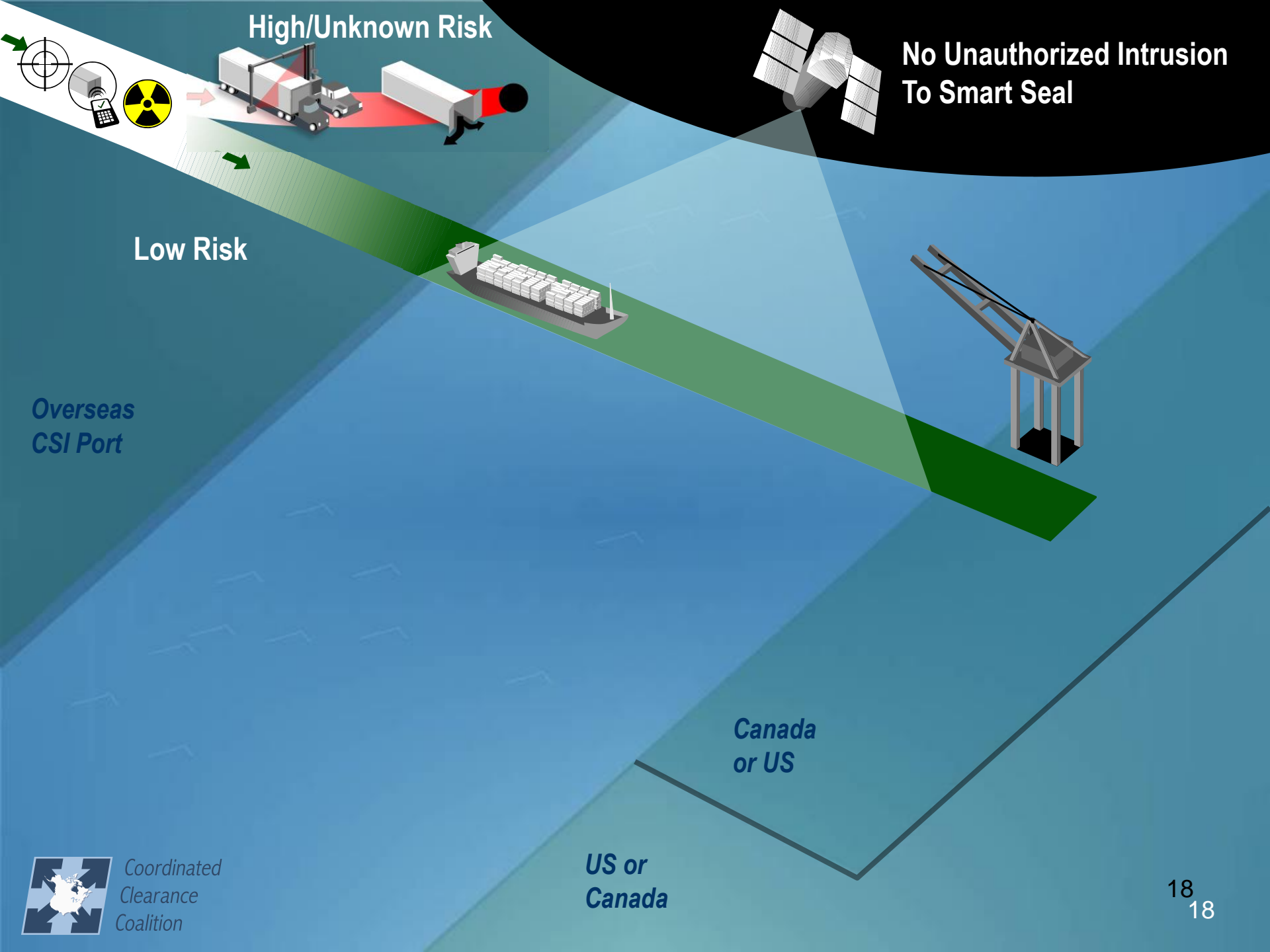
Or Destuff  
Container



**NO LOAD  
NON LOW-RISK**

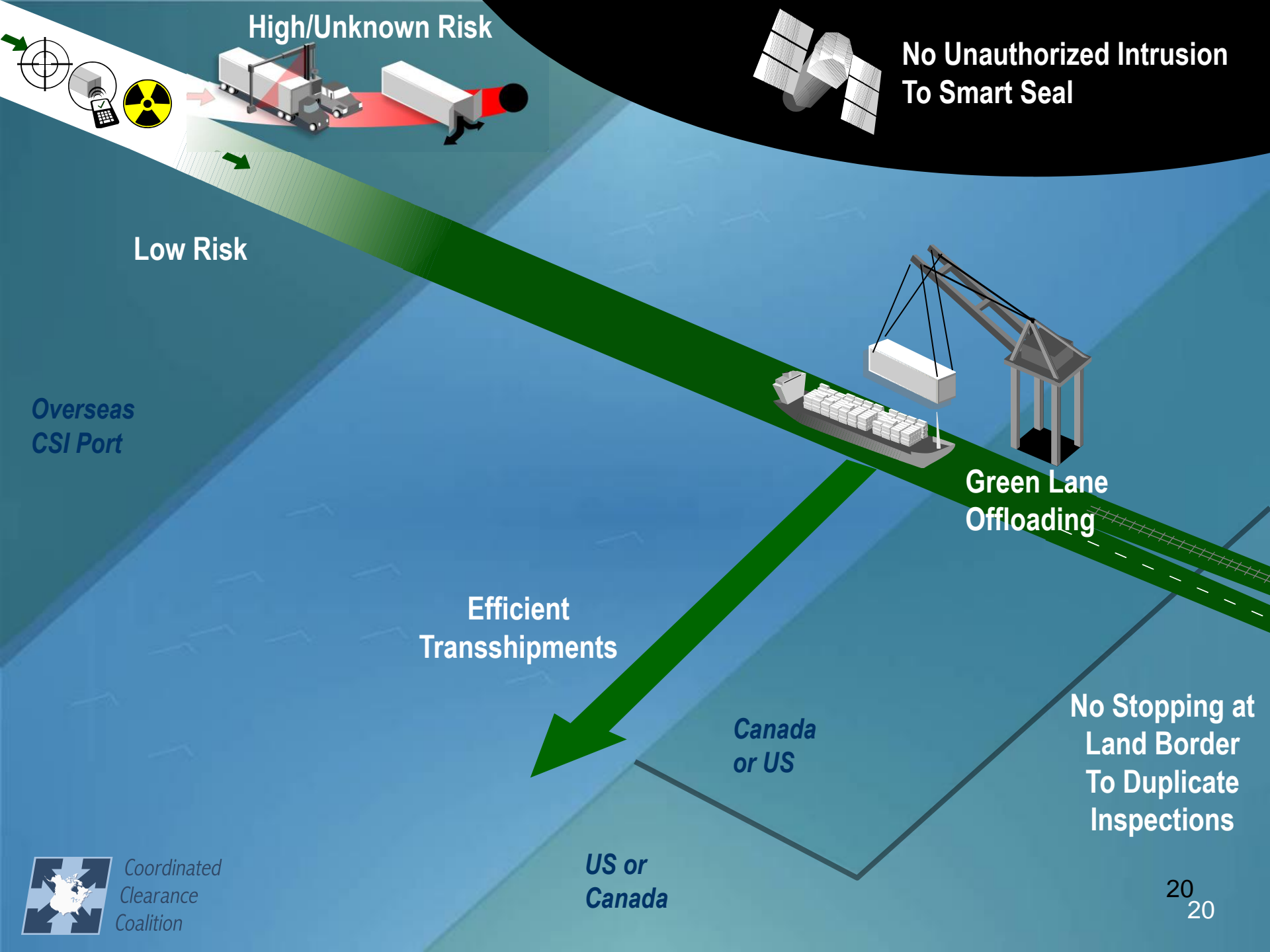


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SINCE ALL CONTAINERS ARE LOW RISK ASSESSED AT LOADING EXCEPT FOR RANDOM CHECKS AND INTEL RECEIVED GREEN LANE OFFLOADING DIRECT TO RAIL AND TRUCK OCCURS AND NO DUPLICATE INSPECTION OF THE CARGO IS NEEDED ELIMINATES DUPLICATE INSPECTION AT ARRIVAL PORT AND 49<sup>TH</sup> PARALLEL AS ALREADY DONE AT OFFSHORE LOADING CURRENT BYB IS 2 FOR 1 CHECKED ONCE ACCEPTED TWICE CANADA OR US SEAPORT AND LAND BORDER.

ENVISIONED END STATE IS (3 FOR 1) CHECKED PRIOR TO LOADING AND ACCEPTED AT LOADING, ARRIVING CANADA OR U.S. SEAPORT AND SHARED LAND BORDER





# SECURE TRANSIT CORRIDOR



## Creating a More Secure Supply Chain for Truck and Rail Conveyances...



...Using an Electronic Chain of Custody  
Security Device, a Multilayered  
Approach to Conveyance Security

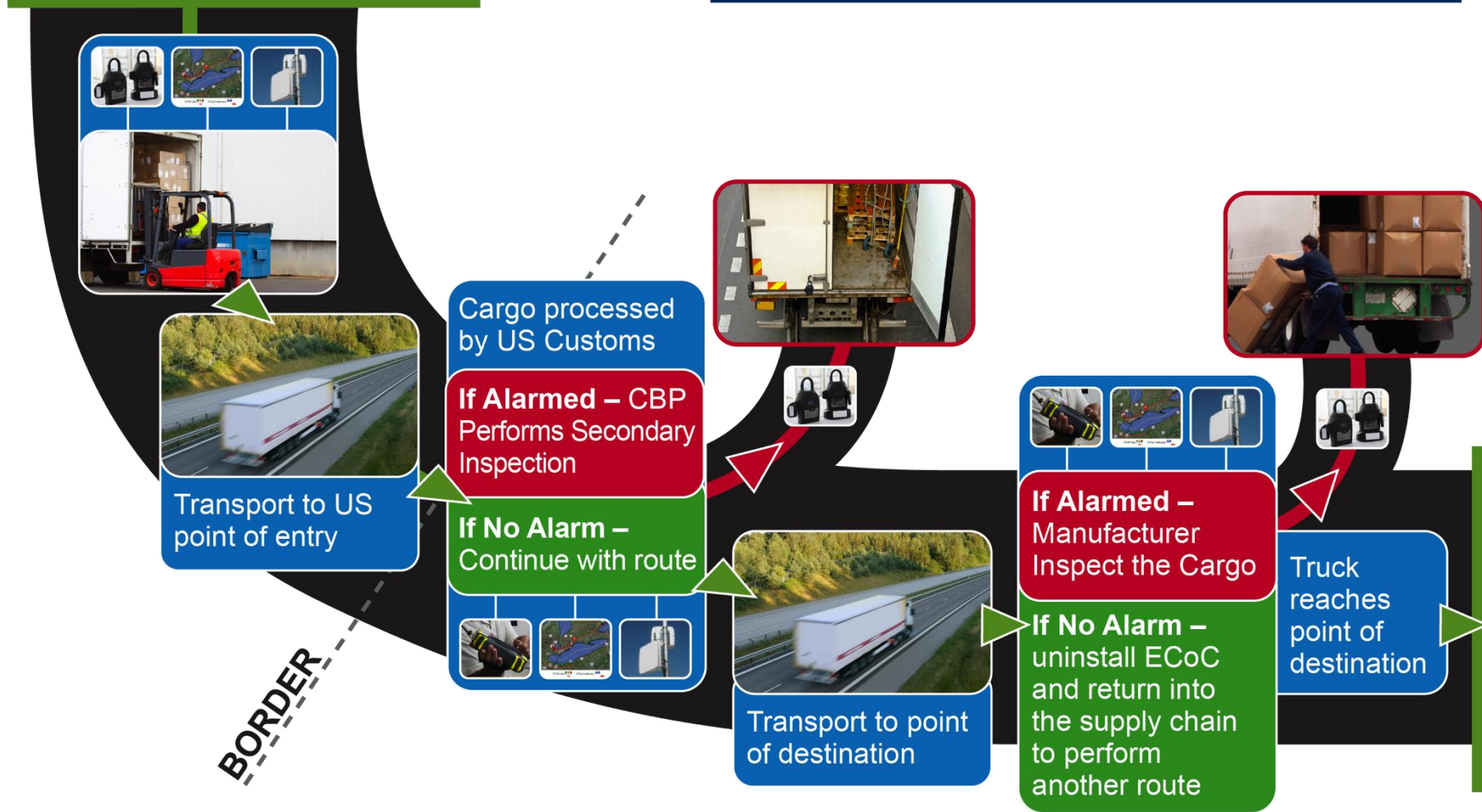
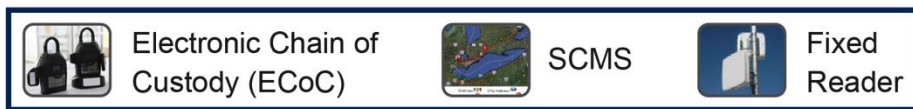






## Notional Overview of CBP's Truck CONOPs

C-TPAT Manufacturer – Cargo loaded  
ECoC Installed and Armed



# **DHS SCIENCE & TECHNOLOGY**

**NOTE RED TEXT ON DESCRIPTION, OBJECTIVE  
AND DELIVERABLES ON SLIDE 25.**



## DHS SCIENCE AND TECHNOLOGY APRIL 4, 2012

- **Secure Transit Corridors Tech Demonstration Summary**
- **Description:**
  - Demonstrate a rail and truck security device that will monitor unauthorized door openings or anomalies and provide encrypted in-transit **tracking for C-TPAT\* Tier III members supply chains routes** originating from Mexico and Canada\*\* and ending in the U.S.
  - Joint effort with CBP
- **Objective:**
  - Increase conveyance security without impacting and **potentially improving the flow of commerce**
- **Deliverables:**
  - **A leave-behind capability to operate four supply chain routes (three truck and one rail).**
  - **Phased cost estimates for full-scale data server implementation and acquisition planning for 100 truck, and 34 rail Points of Entry (POEs)** – will also provide estimates for 228 Maritime and Air POEs.
- Technical performance standards and test plans for certifying future ECoC-like devices from open market.
- \*Customs – Trade Partnership Against Terrorism , a voluntary importer based program to secure the supply chain of goods entering the United States.
- \*\*Coordinating with the Canada Border Services Agency (CBSA) at the Ambassador Bridge Detroit, MI Port of Entry

# **Implement Pre-inspection and Pre-clearance Initiatives**

## **Beyond the Border Perimeter Action Plan The Pre-clearance Agenda**

- Canada and the United States (U.S.) will negotiate, by December, 2012, a pre-clearance agreement for the land, marine and rail modes to provide the legal framework and reciprocal authorities necessary for the CBSA and CBP to effectively carry out their missions in the other country.
- Canada and the U.S. will launch, by September, 2012, a land cargo pre-inspection pilot in at least one location in Canada.



**CAN/AM BTA BELIEVES PRE-  
CLEARANCE LAND/RAIL/SEA  
AGREEMENT WILL ALLOW ALL  
OF THE PRIORITIES ON SLIDE  
28 TO BE ACHIEVED**



# Implement Pre-inspection and Pre-clearance Initiatives

**THIS PARADIGM SHIFTING TREATY PROVIDES HIGH VALUE DIRECT BENEFICIAL IMPACTS:**

- CORNWALL SOLUTION
- PEACE BRIDGE COMMERCIAL PROCESSING
- SMALL PORTS INSPECTION (JOINT 2 OFFICER TEAMS)
- RAIL PASSENGER EFFICIENCY – QUEBEC-NY AND VANCOUVER-SEATTLE (eliminate stop at actual Border)
- SECURE TRANSIT CORRIDOR (PLANT TO CUSTOMER) (I.E. SAME DRIVERS, SAME PRODUCTS, SAME PORT)
- **PORT SPECIFIC SOLUTIONS TO MAXIMIZE UTILIZATION, EFFECTIVENESS AND MINIMIZE NEW INVESTMENT**
- **LEAD TO DEVELOPMENT OF BRIDGE CROSSING PROCESSING ZONES**
- ETCETERA



**Coordinated Clearance  
Point of Departure Determination  
Traffic Streaming**

THIS SLIDE CONCEPT OF STREAMING  
RFID LIKE NEXUS WAS INTRODUCED IN  
MAY 2007. IN 2010 CBP ANNOUNCED  
THAT ALL LAND PORTS WITH 3 OR  
MORE PASSENGER LANES WOULD  
STREAM VICINITY RFID TRAVELERS IN  
READY LANES FOR PROCESSING TIME  
SAVINGS IN BYB BY SUMMER OF 2012  
WHERE PRACTICAL.

*Mixed Flows of Vehicles  
Approaching Land Border  
(as much as 60 miles back)*

*Streaming by Risk*

*Truck e-Manifest  
Advisory  
(Resolution  
Before Proceeding)*

*e-Manifest  
(non-FAST)*

*Traditional Passport*  
*RFID Automated*

*NEXUS*

*FAST*

*Canada  
or US*

*US  
or Canada*



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# **FACTORS DETERMINING PROCESSING CAPACITY OF PRIMARY INSPECTION AT A LAND PORT**

**NUMBER OF PRIMARY INSPECTION BOOTHS**

**THE NUMBER OF HOURS EACH BOOTH IS  
OPERATIONAL WHEN TRAFFIC IS PRESENT**

**THE PROCESSING DWELL TIME FOR EACH  
VEHICLE**



# **EXPEDITING TRUCK BORDER CROSSING INVOLVED ELEMENTS:**

**INFRASTRUCTURE**

**STAFFING**

**INSPECTION PROCESS**

**ACCURATE PRE-ARRIVAL DATA**

**DRIVER PREPAREDNESS**

**ACCESS TO PLAZA & PRIMARY BOOTH**

## **Access to the Plaza and the Primary inspection booth:**

The current Monte Carlo uncontrolled random arrival (first come first serve) of trucks approaching land border Port plazas and Primary inspection booths within prohibits optimizing the border crossing process and penalizes those who have made the considerable effort and investment to comply with specified Trusted Trader programs to achieve known low-risk status that promised but have never yet delivered meaningful reductions in their border crossing process.

The key to achieving public security along with economic security, while substantially reducing congestion and delay, is participation in known low-risk Trusted Trader and Trusted Traveler enrollment processes and pre-arrival information. Access to the primary inspection booths without having to queue using processes such as Traffic Streaming is essential.



Integrated Cross-Border Law Enforcement April 3, 2012

## Integrated Enforcement

- We intend to build on existing bilateral law enforcement programs to develop the next generation of integrated cross-border law enforcement operations that **leverage cross-designated officers and resources to jointly identify, assess, and interdict persons and organizations involved in transnational crime**

**Can/Am BTA asks why not CBSA/CBP Officers @ Land Ports ?**

## **BEYOND THE BORDER PERIMETER STRATEGY MUST DELIVER**

**PILOTS LEADING TO OPERATION ON EACH OTHERS SOIL**

**NEW PARADIGM FOR SMALL/RURAL PORT INSPECTION**

**END OF DUPLICATE INSPECTION AT SHARED LAND BORDER**

**CANADA VICINITY RFID PASSPORT COMPANION CARD**

**ENTRY EXIT (PEOPLE **AND IMPORT/EXPORT OF GOODS**)**

**USDA & FDA CROSS-DESIGNATION TO CBP FOR 24/7 SERVICE**

# **BEYOND THE BORDER PERIMETER STRATEGY MUST DELIVER**

**DIRECT STREAMED ACCESS TO PRIMARY CUSTOMS INSPECTION  
FOR TRUSTED TRADER TIERS (ISA/CSA) (FAST) (C-TPAT/PIP TIER 2)  
(C-TPAT/PIP)**

**CONSISTENT CUSTOMS BEST PRACTICE OPERATING METRICS**

**THE CURRENT BTB ACTION PLAN IMPLEMENTS BORDER  
ENFORCEMENT SECURITY TEAMS (BEST) EMPOWERING LAW  
ENFORCEMENT OFFICERS TO WORK IN EACH OTHERS COUNTRY.**

**WE NEED BORDER ENFORCEMENT FACILITATION TEAMS (BEFT)  
CBP AND CBSA OFFICERS EMPOWERED TO PERFORM RESPECTIVE  
DUTIES WITHIN THE PLAZA TO PLAZA AREAS OF LAND BORDER PORTS  
CREATING THE CUSTOMS PROCESSING ZONES FIRST PROPOSED IN THE  
1995 CANADA/U.S. SHARED BORDER ACCORD**

## **Summary & issues raised:**

### **Elements highlighted as being critical to the success of the BtB Action Plan:**

- Pre-clearance;
- Access to the plaza and the primary inspection line;
- Importance and benefit that Radio Frequency Identification (RFID) technology would bring in reducing wait times; and
- With electronic one-hour notice prior to arrival with all data required why do trucks line up for an hour or more at primary?
- Importance of not collecting cash at border.

**Security does not trump trade (both are essential) and the governments must do what is necessary to get it right.**

# Thank You

For more information:

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**BOTTOM LINE WE NEED TO GET BEYOND THE BORDER  
PERIMETER STRATEGY DONE AND DONE RIGHT TO  
INCLUDE THE MUST HAVES AS THE GLOBAL  
COMPETIVENESS AND QUALITY OF LIFE OF CANADA  
AND THE U.S. DEPEND ON IT !!!!!!!!!**