

NASCO 21st Century Border *Action Plans*





NORTH AMERICAN STRATEGY FOR COMPETITIVENESS



What is NASCO?

- NASCO was founded in 1994 in North Texas as the “I-35 Corridor Coalition” by a group of local elected officials and private industry partners concerned about the recently ratified NAFTA and its impact on congestion in the region
- In 1996, the group decided they wanted to formally organize and become a non-profit corporation; at that time, they began using the acronym NASCO, which stood for North America’s Corridor Coalition - the I-35 highway was referred to as “North America’s Corridor”
- Today, NASCO – now named North American Strategy for Competitiveness – is the only truly grassroots, trilateral membership organization focused on the North American supply chain and logistics, energy and the environment, and closing the skilled workforce gap



What is NASCO? – Cont'd

- NASCO is now 26 years old and has 150 Industry, Government and Academic members from the United States, Mexico and Canada
- There are several Councils which provide a smaller forum and way for members to be engaged on specific projects, collaborate on certain issues, and exchange knowledge on important tri-national initiatives such as Supply Chain, Workforce, Energy+Environment, North American Neighborhood, Mexico and University
- In particular, NASCO has been a major force in supporting USMCA and providing members with “up-to-date” information on progress on ratification in all three countries



21st Century Border Action Plans

- Two separate research projects, one for the U.S.-Canada border (completed 10/18) and the other for the U.S.-Mexico border (completed 2/19)
- Improving the operation of the border and applying new technologies will not only serve to enhance the cross-border flow of goods and people but has the potential to strengthen North American security; if done right, trade facilitation and security can be complimentary; by leveraging new technology, companies can make supply chains more transparent, allowing for greater collaboration between the private sector and government and ultimately improving our collective security
- The reports outline a series of recommendations for departments and agencies with jurisdiction over immigration, transportation and customs to improve the day-to-day functioning of the border; the reports are divided into short, medium and long-term objectives



21st Century Border Action Plan For Canada (Short-term)

- Complete the harmonization of trusted trader programs; this includes harmonizing the Free and Secure Trade (FAST) lane requirements, sunseting the Commercial Driver Registration Program (CDRP) and Customs Self Assessment (CSA) for highway carriers
- Enhance the Partners in Protection (PIP) and Customs-Trade Partnership Against Terrorism (C-TPAT) portals to provide a single online mechanism for trusted trader membership in one or both programs, including expanding the single application process beyond highway carriers to all supply chain partners
- Instruct U.S. Customs and Border Protection (USCBP) to mandate eManifest requirements for empty conveyances
- Allow Canadian PIP carriers combined with FAST drivers hauling empty trucks to be exempt from eManifest. This would align with C-TPAT carriers combined with FAST drivers whom are exempt in the US.



21st Century Border Action Plan For Canada (Short-term)

- Install Radio-frequency identification (RFID) readers at the busiest Canadian land ports of entry to provide immediate advantage to trucks already equipped with transponder technology; longer term, this should be accompanied by a movement away from transponders on trucks towards a requirement for a mandatory RFID-equipped border crossing identification card for all commercial drivers
- Align differences that create transportation inefficiencies through greater state and provincial collaboration. Examples include policies related to long combination vehicles, weights and dimensions
- Improve the use of existing border resources by ensuring all lanes are open at the busiest ports of entry
- Increase the flexibility for tri-lateral movement of skilled professionals throughout North America



21st Century Border Action Plan For Mexico (Short-term)

- U.S. Customs and Border Protection (USCBP) and Mexican (Customs Authority) work towards increasing availability of stakeholder outreach and training with a goal to ensure broad common knowledge of processes affecting business lines
- Customs Agencies work with industry to prioritize a targeted marketing campaign in an effort to increase number of applicants and members in Customs Trade Partnership Against Terrorism or AEO program; increase available lanes for trusted traffic
- Expand the availability of Unified Cargo Processing for members in trusted (AEO/OEA) programs at all ports of entry; include cargo entering or exiting inland ports like Interpuerto Monterrey; introduce program evaluation on a monthly basis
- Unified Cargo Processing (UCP) requires Mexican cargo to enter directly into USCBP control where Mexican Aduanas and USCBP risk assess and verify cargo resulting in reports of up to 50% reduction in cargo processing times



21st Century Border Action Plan For Mexico (Short-term)

- UCP locations should be on either U.S. or Mexican territory
- Customs Authorities should increase use of non-intrusive inspection technology and introduce metrics to benchmark use of the technology and subsequent improvements to use of customs resources as well as expedited commercial clearance. Consider opening parallel lanes during peak empty trailer return times
- Establish a protocol for information exchange between those approaching the border and the Customs Authorities; once established, leverage technology to exchange information and streamline cargo movement including increased use of existing apps and development of new apps designed to provide origin to destination transit information and facilitate cargo clearance time frames



21st Century Border Action Plan For Mexico (Short-term)

- In key urban areas, where infrastructure permits, install electronic signage along approaches to border crossings or leverage smart phone apps to communicate traffic status updates and, where needed, divert traffic to other available ports
- Install Radio-frequency identification (RFID) readers at the busiest land ports of entry to provide immediate advantage to trucks already equipped with transponder technology; eventually explore a movement away from transponders towards a requirement for a mandatory RFID-equipped border crossing identification card for all commercial drivers
- Improve the use of existing border resources by ensuring all lanes are open 24/7 at the busiest ports of entry particularly during peak traffic times
- Introduce a “Border Master Plan” that is updated every two to five years, that outlines a holistic view of border needs and sets forth priority projects
- Increase flexibility of permanent or temporary visas for the tri-lateral movement of skilled professionals throughout North America



21st Century Border Action Plan For Mexico (Short-term)

- Eliminate SENTRI car vetting; NEXUS does not require travelers to register the vehicle and wait for the vetting process by USCBP. SENTRI car vetting can take weeks until USCBP has completed the car “vetting” process and the traveler is then able to cross using SENTRI
- Introduce a mechanism where customs authorities share statistical information about wait times per lane type (passenger vehicles, pedestrians, cargo and rail) on a daily and weekly basis, including VISA types or other documentation used to cross the border
- Customs authorities in the US should provide monthly statistics on type of document used to cross into the U.S. at each port, e.g., SENTRI card, I-94 Tourist visa, Passport books, passport cards, Commuter cards, Legal Resident (Green Card) cards, birth certificates, drivers’ licenses, investor visas, student visas



21st Century Border Action Plan For Mexico (Short-term)

- Mexico's Instituto Nacional de Migración should provide daily and weekly data for number of vehicles, passengers and pedestrians entering the country
- Introduce a CBP “innovation schedule” to understand current proofs of concept, companies involved, status and deployment dates along the entire border to support and accelerate the realization of these projects



21st Century Border Action Plans

Complete plans available at:

www.usmcocma.org/resources

www.nasconetwork.com/our-work/border-action-plans/

or contact Jennifer Fox at

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