



TESTIMONY OF

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Chairwoman Sinema, Ranking Member Lankford, and Members of the Subcommittee, it is my honor to appear before you today to discuss U.S. Customs and Border Protection's (CBP) ongoing efforts to modernize land port of entry (LPOE) infrastructure, technology, and processes. I would first like to thank you all for your support which enables us to address ongoing and emerging challenges at our LPOEs and identify and implement solutions in anticipation of future needs.

CBP secures our nation's borders and protects our economic security while facilitating lawful international travel and trade. The Office of Field Operations (OFO) is the law enforcement entity responsible for carrying out CBP's complex and demanding mission at all U.S. ports of entry. OFO uses a comprehensive border management approach that involves national security, customs, immigration, and agricultural protection.

The nation's POEs are vital gateways for cross-border commerce and travel -- critical sectors that drive economic growth and opportunities for American businesses and consumers. Land POEs, in particular, face unique challenges. LPOE facilities are often older, sometimes remote structures that were not necessarily built for today's cross-border traffic volume or the nature of CBP's current threat and operational environment. Furthermore, unlike travel in the air and sea modes, in the land environment CBP often receives no advance traveler information, limiting traveler vetting processes that can be conducted before an individual arrives at an LPOE.

Commercial vehicle traffic at both the Northern and Southwest Border LPOEs has fully rebounded to levels experienced before the COVID-19 pandemic; in fact, commercial vehicle volume in October 2021 was approximately 10 percent higher than October 2019 volume. Primary passenger vehicle travel volume is also recovering. Since April 2020, when primary passenger vehicle traffic on the Southwest Border was down 55 percent compared to one year earlier, traffic has rebounded 37 percent and last month was just 18 percent below pre-COVID 19 volume.¹ In contrast, on the Northern Border where primary passenger vehicle volume in April 2020 was down 94 percent compared to one year earlier, traffic has only rebounded 14 percent.² Pedestrian travel has been one of the most impacted modalities. In October 2021, pedestrian traffic – 95 percent of which is on the Southwest Border – has rebounded 32 percent since April 2020, when volume was down 78 percent compared to the prior year.

Traffic has expectedly increased since the restrictions on non-essential travel at our land ports of entry were eased on November 8 for travelers fully vaccinated against COVID-19, and we expect volume to continue to rise as we approach the holidays. CBP is ready to accommodate increased private and commercial traffic and will continue to ensure the movement of people and goods is secure, safe, and efficient.

The recent years and months reaffirm that challenges facing LPOE infrastructure and operations can shift and emerge in an instant. Our LPOEs must be flexible, capable, and prepared to respond to whatever approaches our borders – whether it be people or cargo – and adapt to changes in travel, trade, and migration flows caused by unforeseen forces, such as the recent global COVID-19 pandemic. Some continuing threats, such as those from terrorist groups, drug

¹ October 2021 volume compared to October 2019 volume.

² October 2021 volume compared to October 2019 volume.

traffickers, and other adversaries remain, but the threat is never static. These adversaries constantly change their methodologies to avoid detection. LPOE infrastructure, including not only the physical facilities, but also the integrated technology, business processes, and partnerships, is critical to ensure CBP can interdict contraband and other threats without impeding the flow of legitimate trade and travel.

Over the last decade, CBP has made tremendous progress in increasing frontline staff, upgrading LPOE facilities, and implementing increasingly effective technology as we continue to implement innovative solutions for the ever-evolving threat environment at and beyond our borders. We are identifying and prioritizing facility and technology requirements; maximizing limited resources by optimizing business processes; expanding and enhancing information sharing agreements; and leveraging funding and partnership authorities to address port-specific requirements.

Staffing LPOEs

CBP's LPOE operations require a dedicated and highly skilled workforce capable of successfully meeting the agency's complex mission requirements. Different LPOEs face different challenges but CBP's assessments of risks and resource needs must consider our enduring mission priorities: countering terrorism, combatting transnational crime, securing the border, facilitating lawful travel and trade, and protecting revenue. CBP develops additional mitigation plans, assessments, and strategies as needed to address emergent threats such as COVID-19 and fentanyl smuggling and recurring challenges such as surges in irregular migration.

OFO's staffing models compile operational assessment data to assist leadership in prioritizing resource allocation throughout POEs. The model employs a rigorous, data-driven methodology to identify staffing requirements by considering all the activities performed by CBP officers at each POE, the volume of those activities, and the levels of effort required to carry them out. The staffing model also incorporates processing efficiencies gained through business transformation initiatives such as trusted trader and traveler programs and integrated processing and inspection technologies.

CBP appreciates Congressional support for maintaining staffing levels despite decreasing revenue so that CBP can be positioned for traffic returning to pre-pandemic levels – indeed, as noted above, commercial traffic at LPOEs has already fully rebounded. Despite the challenges presented by a global pandemic, CBP remains committed to properly staffing POEs to meet demand. In fact, CBP has continued to hire new officers and agriculture specialists during the pandemic and deploy them where needed. While OFO has recently surged some of its employees to high-risk border areas to meet a temporary need, there are currently no large-scale deployments of additional personnel to the Southwest Border.

Modernizing LPOE Inspection Facilities

The U.S. General Services Administration (GSA) owns and operates 101 of the 167 LPOEs across our Northern and Southwest Borders. CBP owns and operates 40 LPOEs, primarily in

smaller, rural areas. The Government leases the remainder of the facilities, such as toll bridges, which are owned by local governments or private entities.³

CBP's Office of Facilities and Asset Management (OFAM) and OFO work closely with GSA subject matter experts to coordinate CBP's space requirements and both CBP and GSA's rolling five-year plan within the GSA budget request for LPOE improvements.

To determine its highest priority projects, CBP utilizes a capital prioritization process and methodology that considers operational (e.g., traffic volumes and wait times) and facility (e.g., renovation and modernization history) data to support a data-driven and replicable prioritization of LPOE needs.

More than two-thirds of our LPOEs have not seen any capital improvements over the past decade. These prioritization metrics support targeted decisions for the investment of limited resources across the 167 LPOE portfolio.

This multi-step capital planning process includes gathering data, evaluating identified needs at each LPOE location, conducting a sensitivity analysis on the initial ranking of needs, and assessing project feasibility and risk. CBP is currently updating this process to integrate a new Strategic Multi-Attribute Rating Tool (SMART). The addition of this tool is expected to enhance the overarching planning methodology for LPOEs by improving and streamlining the intricate process of data-driven scoring for LPOE mission requirements.

CBP and GSA work in close partnership with key federal, state, and local stakeholders to construct and sustain CBP's LPOE inspection facilities. As a matter of coordination, CBP consults affected stakeholder agencies at the onset of project planning and continues this relationship throughout project development and execution.

The FY 2022 President's Budget includes \$655 million for CBP and \$104 million for GSA for LPOE modernization. The Infrastructure Investment and Jobs Act provides additional funding for border patrol stations and LPOE projects from CBP's five-year plan. CBP will work closely with GSA to implement the LPOE portion of the combined \$3.8 billion to modernize our nation's land ports of entry.

Partnerships and Collaboration on Investments

Government and private-sector partnerships have been a key mechanism to address port-specific investment and resource challenges. The Donations Acceptance Program (DAP)⁴ enables GSA and CBP to accept donations for LPOE construction, alterations, maintenance, and operations, including new lanes/booths, facilities, system upgrades, tools for intellectual property rights enforcement, laptops, and other equipment and technologies. Since its inception, the DAP has resulted in 42 partnerships, totaling approximately \$219 million in planned and realized

³ U.S. General Services Administration, "Land Ports of Entry Overview," <https://www.gsa.gov/real-estate/gsa-properties/land-ports-of-entry-overview> (June 15, 2021) 40 CBP owned; 1 CBP leased; 101 GSA fully owned; 3 GSA partially owned; 19 GSA Leased; 2 National Park Service; 1 USDA owned

⁴ Under Section 482 of the Cross-Border Trade Enhancement Act of 2016, CBP and GSA can accept donations of real property, personal property, money, and non-personal services from private sector and Government entities. 6 U.S.C. § 301a (Section 301a), amended the Homeland Security Act of 2002, Pub. L. No. 107-296, 116 Stat. 2135 (codified at 6 U.S.C. §§ 101 et seq.)

investments in U.S. POEs and important CBP initiatives. Twenty-two of the projects have been fully executed while the remaining 20 projects are in the planning, design, or execution stage. Most approved proposals entail small-to large-scale infrastructure and related technology investments in LPOEs along the Southwest border.

A sunset provision within the Section 482 authority of the DAP terminates CBP's ability to accept real property donations. If the program lapses on December 16, 2021, CBP will still be able to accept personal property donations — including money, system upgrades, tools for intellectual property rights enforcement, equipment and technologies, and non-personal services — from public and private sector entities, but not real property donations.

DAP is a valuable and effective mechanism that enables stakeholders to identify infrastructure repairs or upgrades needed to facilitate growing volumes of trade and travel at specific ports of entry.

Processing Migrants and Facilitating Secure Travel

CBP continues to encounter large numbers of undocumented migrants seeking admission to the United States at the LPOEs. CBP also continues to assist the Centers for Disease Control and Prevention (CDC) with the enforcement of the COVID-19 Title 42 public health order that suspends the right to introduce into the United States certain noncitizens traveling from Canada or Mexico (regardless of country of origin) and who would be otherwise introduced into congregate settings for immigration processing. CBP may, on a case-by-case basis, based on the totality of the circumstances, except certain noncitizens from the order and process them under Title 8.

The Department of Homeland Security (DHS) issued a June 2021 memorandum that terminated the Migrant Protection Protocols (MPP); however, a Texas district court vacated that prior termination determination and issued an injunction that requires the Department to work in good faith to re-start MPP. The Department has appealed that injunction. On October 29, 2021, Secretary of Homeland Security Alejandro N. Mayorkas issued a new memorandum announcing and explaining his decision to terminate MPP.⁵ The termination of MPP will not take effect until the current injunction is lifted. To comply with the court order, DHS has continued to make substantial progress over the past month as it works in good faith to reimplement MPP.

In October 2020, CBP implemented CBP One, a mobile application with a single portal for multiple user roles. The application's capabilities were initially limited to scheduling perishable cargo inspections and applying for and viewing I-94s. However, CBP has since added capabilities that assist the Department of Homeland Security (DHS) with the safe, secure, and streamlined processing of undocumented noncitizens.

This past summer, CBP enabled noncitizens and certain nongovernmental organizations (NGOs) to use CBP One to voluntarily submit biometric and biographic information for noncitizens who may potentially be eligible for exception from the CDC Order, "Suspending the Right to Introduce Certain Persons from Countries Where a Quarantinable Communicable Disease

⁵ See <https://www.dhs.gov/publication/migrant-protection-protocols-termination-memo>.

Exists.” This mechanism involves close coordination between CBP and NGOs, the transmission of advance information, CBP-conducted vetting, and independent COVID-19 testing before those individuals who may potentially be eligible for exception from the CDC Order may present themselves at an LPOE for CBP processing.

Information from CBP One can be directly imported into other systems, including Simplified Arrival (primary processing) and Unified Secondary (secondary processing), so cases are processed quicker and with fewer data entry errors.

The use of digital technologies will assist CBP in addressing the anticipated increase in general traveler traffic at the LPOEs in the future. Participation in CBP Trusted Traveler Programs, such as SENTRI and NEXUS, is encouraged to increase traveler security and facilitation. Trusted Traveler Programs ensure that enrolled travelers receive continuous security vetting as well as streamlined processing and less waiting.

Traveler Processing Technology

Although LPOEs do not often receive Advance Passenger Information (API) data,⁶ CBP has other traveler processing technology that improves the efficiency and effectiveness of CBP operations at LPOEs. Radio Frequency Identification (RFID) Ready Lanes and license plate readers (LPRs) at LPOEs provide CBP with traveler information while travelers are waiting for processing and provide travelers with user-friendly technology that streamlines their inspection experience.

Ready Lanes and License Plate Readers

In FY 2021, more than 53 million arriving travelers – approximately 58 percent – used either Ready Lanes or Dedicated Commuter Lanes to expedite their entry into the United States. Ready Lanes are primary vehicle lanes dedicated to travelers who present RFID-enabled travel documents. The information collected is used to assist the CBP officer in determining the admissibility of the occupants of the vehicle. The CBP officer conducts a law enforcement database query for prior CBP violations that might indicate a need for further review as well as queries against lookouts, such as “wants and warrants,” and terrorist watchlist matches.

CBP officers at primary inspection also conduct law enforcement database searches based on license plate information, while ensuring that data collection and use is consistent with privacy protections.⁷ As vehicles wait in lanes for the inspection process, CBP uses LPRs to initiate license plate queries before the vehicle approaches the CBP officer. Because LPRs are stationed a short distance ahead of the primary inspection area, license plate checks may be run sooner, providing valuable extra time if the check finds a threat. These readers are currently deployed for inbound and outbound traffic at ports of entry.

⁶ CBP receives some advance information through the voluntary bus/rail Advance Passenger Information System (APIS) program. <https://www.dhs.gov/sites/default/files/publications/privacy-pia-cbp001i-february2021.pdf>.

⁷ DHS/CBP/PIA-049 CBP License Plate Reader Technology, <https://www.dhs.gov/publication/dhscbppia-049-cbp-license-plate-reader-technology>.

In FY 2021, CBP began a phased initiative to replace aging license plate readers with newer, more effective equipment. To date, approximately 130 inbound lanes have been upgraded, with another 119 lanes planned for FY22.

Biometrics Facial Comparison Technology

With an increasingly complex threat posture in the land border environment, CBP continues to expand efforts to streamline traveler processing. Capturing biometrics, specifically using facial comparison technology, provides CBP an efficient and secure way to verify identity of persons entering and exiting the United States.

CBP is using biometric facial comparison technology to automate the manual document checks that are already required for admission into the United States at nearly all airports, including preclearance locations. This process provides travelers with a secure, touchless travel experience while fulfilling a longstanding Congressional mandate to biometrically record the entry and exit of noncitizens. Deployment of this capability to LPOEs has been comparatively slower considering the additional geographical and operational challenges. However, CBP is working to implement biometric capabilities at all LPOEs in the pedestrian, personal vehicle, and commercial vehicle environments.

Currently, CBP's biometric facial comparison technology is deployed to all pedestrian POEs along the Southwest Border, 21 POEs along the Northern Border, and 10 locations for closed-loop cruises.⁸

Biometric processing has proven an effective tool to combat the use of stolen and fraudulent travel and identity documents. Since the program's inception in 2018, CBP officers at LPOEs have identified over 950 imposters attempting to enter the United States.

CBP began conducting a technical demonstration in September 2021 to test using facial biometric capture camera technology on vehicle travelers in vehicle primary lanes at Anzalduas, Texas.⁹ In April 2021, the biometric functionality for processing commercial truck drivers and passengers at primary inspection was integrated into the new Truck Manifest Modernization cargo processing system.

Each of the LPOEs in the United States has unique infrastructure, risks, stakeholders, partnerships, and constraints. To identify and implement solutions tailored to the conditions of each port, CBP has established the Future of Traveler Inspection (FTI) initiative. This initiative combines CBP subject matter experts and operators to identify the conditions of each LPOE and assess innovative field-driven solutions to facilitate traveler processing within each LPOE's infrastructure and constraints. The FTI initiative seeks to:

⁸ Facial comparison technology is currently deployed at the following Ports of Entry: San Ysidro, CA; Otay Mesa, CA; Calexico, CA; Tecate, CA; Andrade, CA; San Luis, AZ; Nogales, AZ; Douglas, AZ; Lukeville, AZ; Naco, AZ; Sasabe, AZ; Columbus, NM; Santa Teresa, NM; El Paso, TX; Ysleta, TX; Presidio, TX; Tornillo, TX; Laredo, TX; Brownsville, TX; Progreso, TX; Hidalgo, TX; Rio Grande City, TX; Roma, TX; Eagle Pass, TX; Del Rio, TX; Blaine, WA; Point Roberts, WA; Oroville, WA; Lynden, WA; Sumas, WA; Eastport, ID; Sweetgrass, MT; Portal, ND; Pembina, ND; International Falls, MN; Portage, MN; Sault Sainte Marie, MI; Port Huron, MI; Detroit, MI; Champlain, NY; Buffalo, NY; Massena, NY; Trout River, NY; Alexandria Bay, NY; Cape Vincent, NY; Ogdensburg, NY.

⁹ DHS/CBP (November 2018), [DHS/CBP/PIA-056 Traveler Verification Service](#) (945.31 KB).

- Create unified standards for traveler processing that are efficient and streamlined, enabling officers to focus on enforcement;
- Be responsive to new threats by providing timely and relevant intelligence to primary officers; and
- Be secure and touchless in a post-COVID-19 environment.

Facilitating and Securing Cross-border Trade

The security and facilitation of CBP trade processes at LPOEs is vital to the secure and timely entry of goods and cargo. At our land borders, approximately 11 million containers arrive by truck and 2.7 million by rail every year.

CBP uses a risk-based strategy and multilayered security approach that enables us to focus time and resources on suspect, high-risk shipments. This approach incorporates advance information and targeting capabilities, advanced detection equipment and technology, and government and private-sector collaboration. These interrelated elements are part of a comprehensive cargo security strategy that enables CBP to detect, identify, and prevent potential threats - including the use of containerized cargo to transport counterfeit or illicit products, weapons, and other dangerous materials - before they arrive at or cross our nation's land borders.

Advance Information and Targeting Capabilities

CBP's cargo security strategy incorporates advance information and intelligence to effectively identify and address high-risk shipments. For land shipments, carriers are required to submit advance cargo information prior to arrival at the border.¹⁰ The development of rigorous targeting capabilities at the National Targeting Center (NTC) enable CBP to detect potential threats before a truck or rail container arrives.

The NTC uses its Automated Targeting System (ATS) to analyze advance cargo information, incorporating the latest cargo threat intelligence and national targeting rule sets, to generate a uniform review of cargo and identify high-risk shipments. ATS is a critical decision support tool for CBP officers working at the NTC, the Advanced Targeting Units at our POEs, and foreign ports abroad.

Advanced Detection Technology

CBP's nonintrusive inspection systems (NII) and radiation detection equipment (RDE) enable our personnel to inspect conveyances for contraband and illicit radiological materials with enhanced efficacy and efficiency.

In FY 2020, CBP operated more than 350 LS NII systems at land ports and seaports of entry to perform approximately 6.4 million examinations, which resulted in the interdiction of more than 470,000 pounds of narcotics and \$11.54 million of unreported U.S. currency. Approximately 90 percent of the NII attributable seizures resulted from scanning less than 2 percent of primary passenger vehicles and 15 percent of fixed occupant commercial vehicles crossing the Southwest

¹⁰ 19 CFR § 122.48b, Air Cargo Advance Screening rule, and the Synthetics Trafficking and Overdose Prevention Act of 2018 (Public Law No. 115-271).

Border. By FY 2023, CBP expects to increase NII scans of these vehicles to 40 percent and 72 percent respectively.

Port of the Future

Starting with the LPOEs on the Southwest Border, CBP is implementing a new Port of the Future concept of operation (CONOP) to transform port workflow and technology processes. This Port of the Future CONOP is based on three concepts: (1) using drive-through systems on primary and pre-primary inspection traffic to decrease processing times and increase throughput; (2) fully linking scanning and detection equipment with other CBP systems, including license plate readers, RFID scanners, and facial recognitions to create an integrated viewing platform with the latest anomaly-detection technology capabilities; and (3) using command centers to control the flow of traffic through the port and allow for more efficient use of CBP officers to enhance enforcement. CBP currently has two working models of the Port of the Future concept on the Southwest Border in Texas at the Brownsville and Anzalduas ports of entry.

To support this concept, in FY 2021 CBP awarded two contracts to procure drive-through NII systems with planned deployments scheduled throughout FY 2024. These systems will reduce the current time per scan from eight minutes to less than four minutes and enable CBP to significantly increase primary passenger vehicle and commercial vehicle scanning rates at Southwest Border LPOEs. Post full deployment, CBP expects to increase NII scans of primary passenger and commercial vehicles crossing the Southwest Border to 40 percent and over 90 percent, respectively.

Port Hardening

In FY 2019, CBP conducted a security assessment of LPOEs on the Southwest Border. This assessment made it clear that the security infrastructure at LPOEs was not designed to prevent large groups of people or vehicles from forcing their way through the ports. CBP implemented temporary solutions for identified issues on the Southwest Border as well as the Northern Border where similar identified vulnerabilities existed. These temporary solutions, including Jersey barriers and concertina wire, have limitations and disadvantages but remain in place pending installation of permanent solutions.

There are currently 12 funded “port hardening” projects to implement permanent security improvements at LPOEs on the Southwest Border — installation of border gates, pedestrian turnstiles, bullet-resistant glass, improved access control, pop-up barriers, and security gates. There are 19 projects at LPOEs on the Northern Border — installation of primary-lane gates, closure gates, access control systems, intrusion-detection systems, cameras, and exit control booths.

Government and Private-Sector Collaboration

CBP’s advanced cargo targeting capabilities are further strengthened by our extensive partnerships with other government entities and private-sector partners both domestically and abroad. These partnerships facilitate the timely exchange of information and risk assessment of data to increase border security while facilitating the legal flow of international trade and travel.

The United States has a long history of working with our Canadian and Mexican partners to promote economic competitiveness and enhance security along our shared borders. We not only share thousands of miles of land border, but also a commercial relationship that generates billions of dollars in cross-border trade and supports millions of jobs. Initiatives such as the U.S.-Mexico Joint Declaration on 21st Century Border Management and the U.S.-Canada Beyond the Border Action Plan enhance the management and security of our shared borders and promote the efficient and lawful movement of people and cargo.

These initiatives have paved the way for collaborative border management programs and operations, including Unified Cargo Processing (UCP). Under UCP, CBP and Mexico Tax Administration Service (SAT) officers share the same primary inspection booth to review documentation and advance information while CBP can inspect and process shipments destined for the United States. Participation in UCP is available to Free and Secure Trade (FAST) members, a CBP Trusted Trader Program, and UCP traffic is routed through dedicated FAST lanes at LPOEs facilitating the expedited entry of this cargo.

Intergovernmental and international collaboration also extends to intelligence and information environments. The CBP NTC has historically worked with numerous foreign and domestic law enforcement, border security, and intelligence partners, including U.S. Immigration and Customs Enforcement (ICE), Transportation Security Administration (TSA), Food and Drug Administration, Federal Bureau of Investigation, National Counterterrorism Center and the Joint Interagency Task Force as well as Canada Border Services Agency/National Targeting Centre and Mexico's SAT. Special targeting units within NTC conduct analysis on high-risk Southwest Border commercial cargo, including rail shipments.

Collaborative industry partnerships are critical to CBP's trade security and facilitation mission. CBP works with the trade community through the Customs Trade Partnership Against Terrorism (CTPAT) program, a public-private partnership program wherein members of the trade community volunteer to adopt tighter security measures throughout their international supply chains in exchange for enhanced trade facilitation, such as expedited processing. CTPAT membership has rigorous security criteria and requires extensive vetting and on-site visits of domestic and foreign facilities. This program has enabled CBP to leverage private sector resources to enhance supply chain security and integrity.

CBP's targeting activities, in conjunction with programs like CTPAT, increase CBP's awareness of what is inside containers destined for our land borders and enhance our capability to assess whether it poses a risk to the American people.

CTPAT membership has grown from just seven companies in 2001 to more than 11,400 companies today, accounting for more than 54 percent (by value) of goods imported into the United States. The CTPAT program continues to expand and evolve as CBP works with foreign partners to establish bilateral mutual recognition of respective CTPAT-like programs. Mutual recognition as a concept is reflected in the World Customs Organization's Framework of Standards to Secure and Facilitate Global Trade, a strategy designed with the support of the United States, which enables customs administrations to work together to improve their capabilities to detect high-risk consignments and expedite the movement of legitimate cargo.

These arrangements create a unified and sustainable security posture that can assist in securing and facilitating global cargo trade while promoting end-to-end supply chain security. CBP currently has signed Mutual Recognition Arrangements with the European Union and approximately a dozen other countries including New Zealand, South Korea, Japan, Jordan, Canada, Taiwan, Israel, Mexico, and Singapore. CBP is continuing to work towards similar recognition with China, Brazil, the Dominican Republic, India, and other countries. We have also signed and entered into force Customs Mutual Assistance Agreements with 69 countries.

CBP is committed to forming and sustaining strong relationships with our partners throughout the trade community. These cooperative arrangements reflect our shared commitment to, and acknowledgment of the mutual benefits received from, the efficient and secure flow of goods across our land borders.

Challenges Ahead

CBP has made progress in addressing the risks and constraints facing the LPOEs. However, there is significant work to be done and CBP is committed to addressing each complex challenge. The FTI and Port of the Future initiatives have brought the risk of LPOE challenges into sharp focus. These initiatives have also highlighted the need for tailored solutions above one-size-fits-all LPOE responses. CBP will continue to work with Congress, our federal partners, and border community stakeholders to prioritize LPOE infrastructure modernization, leverage public-private partnerships, and deploy permanent hardening solutions, technologies, and equipment to address identified vulnerabilities and unique challenges at specific LPOEs.

CBP recognizes that technology solutions for processing travelers and inspecting cargo must be tailored for specific LPOE constraints and conditions. Technology solutions should not only respond to current challenges but be scalable and adaptable for future applications. New technology deployments must also incorporate adequate field training to ensure appropriate and full use by CBP personnel, consistent with all applicable civil rights and civil liberties. CBP will continue to invest in RFID and LPR technology, but also pursue other means for receiving advance information from travelers seeking admission at LPOEs. Advance information is a critical element in both the security and facilitation of traveler inspections, especially during travel volume spikes.

We will continue our valuable partnerships with Mexico, Canada, and our federal partners to share information, enhance targeting, and expand collaboration with private sector partners. Our investments in modernizing and upgrading LPOE infrastructure, technology, and other resources must continue to be priorities to support the safe and secure movement of cross-border commerce and travel.

Thank you for the opportunity to testify today. I look forward to your questions.