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UNITED STATES – CANADA

## BEYOND THE BORDER

A SHARED VISION FOR PERIMETER SECURITY  
AND ECONOMIC COMPETITIVENESS

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# Cargo Pre-Inspection Pilot Factsheet

In December 2011, President Obama and Prime Minister Harper released the *Beyond the Border Action Plan*, which specifies a number of initiatives intended to enhance U.S.-Canada perimeter security and economic competitiveness. The Cargo Pre-Inspection Pilot, which consists of CBP officers conducting primary inspections of commercial truck traffic in Canada, is one such initiative. The goal of the pilot is to determine whether this approach has the ability to reduce cargo wait times and increase throughput for commercial traffic.

The Department of Homeland Security, U.S. Customs and Border Protection (CBP) is partnering with Canada Border Services Agency, Public Safety Canada, and Transport Canada on a phased approach to the cargo pre-inspection pilot. Phase I will be a “Proof of Concept” designed to test the feasibility of certain technology and jointly developed procedures to conduct CBP primary truck processing in Canada. It will be conducted at the Pacific Highway crossing in Blaine, Washington / Surrey, British Columbia.

- **Implementation and Duration:** Phase I of the pilot is scheduled to begin in May 2013 and continue for up to six months. The pilot will operate Monday through Friday, 8:00 a.m. to 4:00 p.m.
- **Eligible Participants:** Free and Secure Trade (FAST) qualified trucks that display a current transponder indicating pre-paid User Fee will be eligible to use a dedicated CBP pre-inspection commercial primary booth located on the Canadian side of the border. Signage will direct the qualified drivers to the CBP booth. FAST trucks are not mandated to participate. Those FAST trucks not wanting to participate can enter through any general cargo lane for processing and clearance in the U.S.
- **Inspection Process in Canada:** Pre-inspection processing in Canada will include radiation screening and basic primary processing. Secondary inspections will continue to be conducted in the U.S. port of entry.



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- **Inspection Process in the U.S.:** Once the primary processing has been completed at the pre-inspection booth, the truck will proceed through a designated lane (Lane 3) in the U.S. port of entry, and the driver will receive a red light to wait for further instructions from the CBP officer or a green light to exit the port. Those FAST trucks directed for secondary inspection will continue to receive front-of-the-line privileges.
- **Monitoring Wait Times:** While Phase I is not a test of pre-inspection's ability to reduce wait times, wait times will be monitored during the pilot and necessary mitigation procedures implemented to reduce border congestion.
- Please submit comments and questions regarding Phase I of this pilot to:

[BLAINE-CARGOPILOT@CBP.DHS.GOV](mailto:BLAINE-CARGOPILOT@CBP.DHS.GOV)

For more information related to Phase I contact: Kenneth Williams, Blaine Port of Entry, at (360) 332-2332 or Luca Furnare, Seattle Field Office, at (206) 553-6944 x1904.

Contingent upon the satisfactory evaluation of Phase I, Phase II will begin within six months after the start of Phase I and will run for up to one year. Phase II will be implemented at the Peace Bridge crossing in Buffalo, New York / Fort Erie, Ontario to test the feasibility of reducing cargo wait times and increasing throughput of commercial cargo. All commercial trucks with a current transponder will be eligible to utilize the two pre-inspection booths planned to be constructed in the Canadian customs plaza. A fact sheet for Phase II will be distributed once the results from Phase I are evaluated.

At the end of both phases, the pilot will be evaluated to determine the benefits of conducting pre-inspection activities in Canada. Expansion of the pre-inspection concept will be considered based upon its ability to reduce wait times and increase commercial truck throughput, while ensuring continued safety and security at our borders.



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