

## “Participatory Operational Assessment (POA):

### Evaluating and predicting the operational effectiveness of Cargo Security Processes at Ports of Entry”

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#### Problem Statement

- High volumes of cargo : 2 billion metric tons → 15 million containers.
- DHS/CBP/ICE/USCG must ensure border security, and resolve issues caused beyond the borders. E.g. #1) due to difference in foreign border policies and #2) by the industry.

#1. How can we improve cargo processing times at sea and land Ports of Entry?

#2. How can we optimize the industrial operations to facilitate legitimate trade and travel, and eliminate delays?

#3. How can we create a Participatory Operational Assessment (POA) model and a Risk Assessment methodology that can be used in intermodal transport, at all Ports of Entry?

#### Project beneficiaries and end users

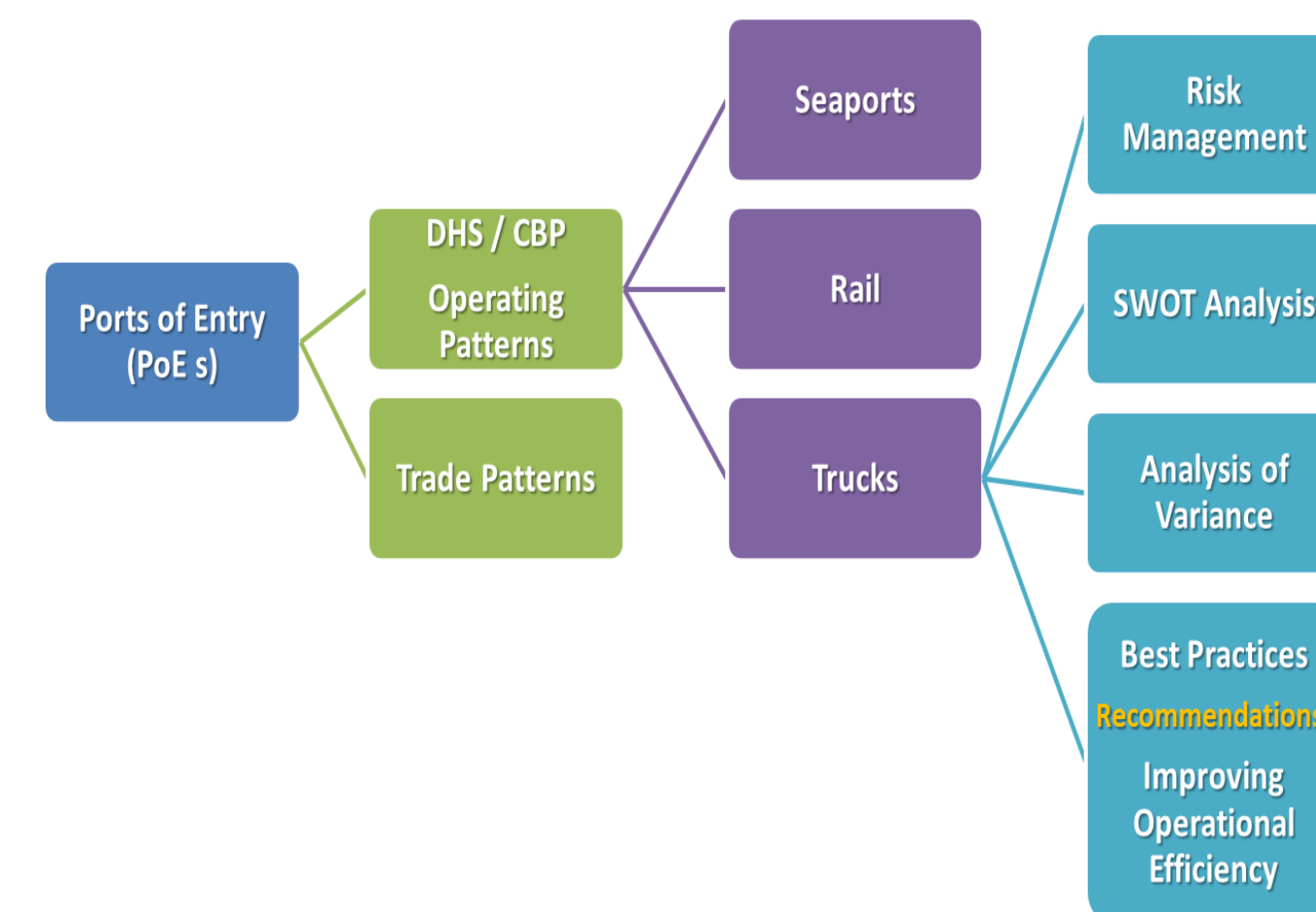
CBP Office of Field Operations (OFO); CBP Manifest and Conveyance Security; CBP Cargo and Conveyance Security; C-TPAT.

#### GAINS desired

- Increased border & POE security
- Increased operational efficiency; improving turnaround time;
- Optimum use of time, people and resources.

#### PAINS at present

- DHS/CBP must eliminate border congestion and delays that are rooted beyond the U.S. Borders.
- US and Mexico have non-harmonized policies, different quality of infrastructures different operating hours.



#### Project products & services

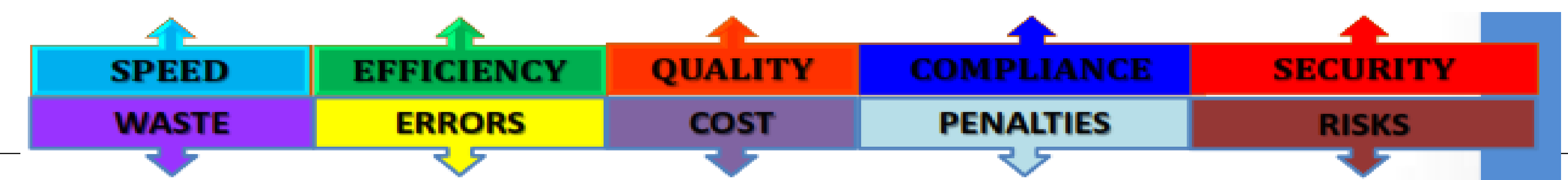
- Risk Assessment and Participatory Operational Assessment tools.
- Tailor-made training tools, upon stakeholders' request.

#### GAINS created

- Ability to offer a set of solutions that will enhance the DHS/CBP visibility in terms of the geographical and industry-specific challenges.
- Evaluating and addressing risk in a region-specific or industry-specific manner.
- Industry reach-out & promotion of collaborative efforts that will benefit the DHS/CBP goals.
- Optimum use of time and resources, elimination of waste.
- Focus on serious security threats, increased situational awareness.

#### PAINS alleviated

- Increase border security → supply-chain visibility beyond borders.
- Increase efficiency → eliminate high-risk areas → recommend improvements.
- Reduce time and cost → eliminate duplication of effort, procedural or transport deviations.
- Promote harmonized efforts between the U.S. and Mexican operations.



#### Key Accomplishments:

- Assessed DHS Challenges and Risks rooted beyond the US Borders;
- Established a Participatory Operational Assessment Advisory Board, consisting of elite DHS & Industry stakeholders at Ports of Entry.
- Developed a unique Risk Assessment methodology for containers based on primary data (testbed measurements, industry interviews and surveys).
- Developed a robust statistical analysis to evaluate the interconnectivity between the top risk factors.
- Data analysis and comparison of 6 Ports of Entry. Comparison between Canada and Mexico Borders/POEs.

#### Next Steps:

- Generalization studies: Improve cargo processing times in additional PoEs.
- Implement Risk Assessment, Resource Management and POA techniques.
- Address industry / supply chain challenges beyond the border.

