Business Resumption

July 18th, 2007

Overview of Business Resumption

- **Security & Prosperity Partnership (SPP)**
  - Initiative 9.2.7 - Business Resumption Protocols

- **CBP Business Resumption Steps**
  1. Immediate Response:
     - Health and Safety of People
     - Secure Critical Infrastructure
  2. Situational Awareness
  3. Commensurate Enforcement Response
  4. Risk-based prioritization of People and Goods
     - FAST, C-TPAT, CSI, NEXUS
  5. Continued Assessment and Communications
     - Updates to both headquarters, other government agencies, and trade community.

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Detroit Exercise

- In accordance with SPP 9.2.7, draft **CBP/CBSA Business Resumption Planning Principles & Protocols** were tested during two tabletop exercises in July 2006.

- The first exercise consisted of government representatives from CBP and CBSA and was held on July 18, 2006 in Detroit, MI. CBP Detroit and CBSA Windsor participated.

- The second exercise was held on July 20, 2006 in Warren, MI. It included all of the CBP/CBSA representatives who were present on July 18, as well as industry representatives from key stakeholders in the Canadian and American trade community, state and local authorities and transportation authorities.
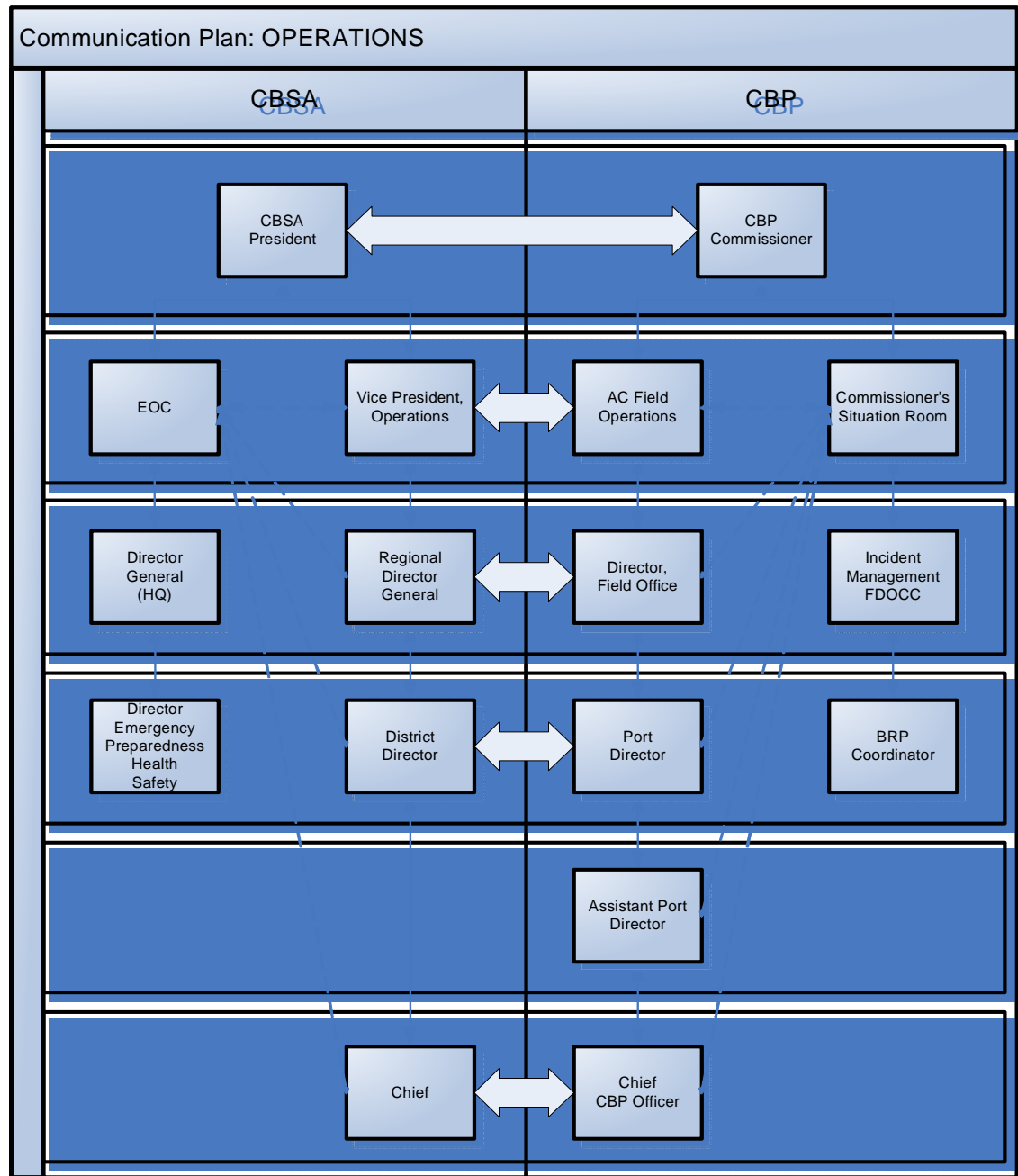

OUTCOMES

- CBP and CBSA used the lessons learned from the Detroit TTX to develop joint communication protocols and the Unified Business Resumption Messaging template that will help ensure effective communication with each other and with the trade community in the event of an incident.

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Joint CBP/CBSA Communication Protocols

CBP/CBSA Communications Tree Model

Overview of Vancouver Exercises

- April 10-12, 2007 in Vancouver, British Columbia
- Pacific Sphere: April 10 was a **government-to-government** exercise with participants from CBP and CBSA
- April 11 was a workshop day with CBP and CBSA participants from the April 10 exercise to prepare for the next day's exercise
- Pacific Venture: April 12 was a **government-to-trade** exercise

- **U.S. Participants:**

FEDERAL GOVERNMENT
- CBP
  - Seattle Field Office
  - Air & Marine
- U.S. Coast Guard

STATE GOVERNMENT
- Washington State Department of Transportation

INTERNATIONAL OBSERVERS
- Mexico
- Australia
- New Zealand

ADDITIONAL INVITEES
- Border Patrol
- Local Port Authorities
- State and Local Emergency Responders
- COAC

TRADE COMMUNITY
- Brokers
  - CH Powell Company
  - McClary Swift Customs Brokers
- Consolidator
  - Expeditors International of Washington
- Highway Carriers
  - Berry & Smith Trucking
  - Radix Group International, Inc. dba DHL Global Forwarding
  - TC Trans Inc.
  - Yellow Transportation Inc.
- Importers
  - IBM Corporation
  - Microsoft
  - Nordstrom
  - Limited Brands, Inc.
  - PACCAR
- Other
  - Whatcom Council of Governments

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Vancouver Exercise Objectives

- Validate points of contact between CBSA and CBP at the local, regional and headquarters levels for the exchange of pertinent information during a significant disruption of operations

- Recognizing the importance of continued regional dialogue to effective Business Resumption planning, identify specific points of contact among Government and Private Sector stakeholders

- Validate information delivery capabilities for CBP and CBSA, and their ability to coordinate message content to all stakeholders.

- Validate information receipt capabilities and best practices with respect to contingency planning.

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Exercise Lessons Learned
Concerns of the Trade

- **Communication**
  - Trade community most concerned with getting factual information
  - Messages early and often
  - Some cited Unified Business Resumption Message (UBRM) as a good way to get information – CBP needs to better publicize UBRM.
- **Alternative Modes of Transportation**
  - If delay is going to last over 24 hours, trade will need to find alternate routes
- **Traffic Management:**
  - Use of dedicated ports (C-TPAT, FAST only or one-directional)
  - Highway Variable Messaging Boards require local coordination with local traffic management.
- **Commodity/Economic Prioritization**
  - Issue raised for several reasons (prevalence of Just-In-Time manufacturing; specific mention in SAFE Port Act); intense interest
  - CBP & CBSA feel appropriate role is to <u>facilitate</u> these goods, to the extent possible under risk management framework, rather than make priority decisions
- **Other**
  - Discussion about whether Canadian programs convey to the U.S.
  - A lot of focus on benefits of C-TPAT

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Unified Business Resumption Messaging

- **Coordinated messaging to provide clear, concise, and reliable information**.
  - Two exercises conducted with CBSA and trade community in March 2007
  - http://cbp.gov/xp/cgov/import/communications_to_trade/bus_resumption/
  - Remote Subscription Service (RSS) option
  - Will add Air, Marine, and Southern Border messaging and continue exercises

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Maritime Business Resumption with U.S. Coast Guard

- Logical evolution from SPP work
- Required by Sections 201 (Strategic Plan) and 202 (Protocols) of SAFE Port Act
- Conducted under auspices of Joint CG-CBP Senior Guidance Team
- Synergy with other SGT initiatives such as Joint Boarding & Joint Targeting

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Accomplishments to Date

- **CBP Internal Business Resumption Coordination Directive** *(Final)*
  - Establishes policy, assigns primary responsibilities, and specifies general procedures related to maintaining and/or restoring the continuity of trade during and after an incident that affects the flow of trade at the border.

- **Joint CBP/CBSA Communication & Coordination Plan** *(Draft)*

- **Unified Business Resumption Messaging**
  - Northern Border *(Final)*
  - Southern Border, Maritime, Air *(Draft)*

- **DHS Cargo Security Strategy** *(Agency work complete)*

- **Protocols for the Expeditious Recovery of International Maritime Trade**
  - **Joint Protocols with Coast Guard** *(Draft)*

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Business Resumption Takeaways

- CBP Policy is against automatically closing all Ports of Entry

- We will communicate with stakeholders early and often

- We recognize the close link between Incident Management and Business Resumption

- BR being addressed in multiple planning efforts

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