STAGE 2 PROJECT:
SAFE AND SECURE TRANSPORTATION PROGRAM SYSTEM DEMONSTRATION

PROJECT GOAL
The project goal is to create systems and institutional arrangements that would allow the joint use of public and private systems used for “supply chain” inventory control and theft prevention, Customs and Border Protection (CBP) tracking of shipments, and States’ inspections of commercial vehicles and drivers. Through collective use of data and technology, public and private sector costs for security would be reduced, consistent with the Department of Homeland Security’s (DHS) Operation Safe Commerce. The goal would be a Safe and Secure Transportation (SST) program.

EXISTING PROGRAMS
Starting with public/private partnership efforts under Customs Trade Partnership Against Terrorism (C-TPAT), and the Free and Secure Trade (FAST) program for trade with Canada and Mexico, national efforts have focused on internalizing security requirements within private shippers, using expedited Customs processing to offset costs. New York and other states, under FHWA’s Commercial Vehicle Information Systems and Networks (CVISN), are applying ITS technologies with commercial vehicle operators to increase effectiveness and reduce delays from driver and vehicle inspections. Major companies are simultaneously moving into tighter “supply chain” systems using similar technologies to track their goods. Efforts to tie all of these activities together have been limited.

PROPOSED PROJECT COMPONENTS
The proposed demonstration program would include the following:
• Integrate CBP programs for expedited border crossing (C-TPAT, FAST) and Advanced Container Security or “Smart Box” technology.
• Petition supply chain owners and carriers using the corridor to participate in the demonstration.
• Install Smart Box systems in a number of containers and/or trailers.
• Integrate with State’s NORPASS for vehicle and driver tracking.
• Coordinate with CBP and NYSDOT on data and data transfer format.
• Install intrusion and tracking equipment at the destination facility.
• Set up CBP and NYSDOT hardware at border crossing and inspection station(s).
• Setup SST Network Operation Center (scaleable prototype).
• Conduct demonstration for a select period and number of vehicles & prepare report.

RELATION TO SHORT-/LONG-TERM PLAN
Fully consistent with Smart Freight initiatives, which are central to overall Smart Corridor vision.

REGULATORY REQUIREMENTS, AGENCY COORDINATION
Substantial State and Federal Agency coordination would be required, along with participating private firms and shippers.

ESTIMATED COST
Cost (to be determined), would likely be moderate and fundable under a number of DHS programs.