

United States-Mexico

Merida Initiative

Border Security-
Migration Management Program

March 2019



Merida Initiative

- The U.S.- Mexico Merida Initiative was signed into agreement on June 30, 2008, between President's Bush and Calderon's administrations. Since its creation this initiative has enjoyed bilateral support from multiple administrations regardless of party affiliation.
- Through this Initiative, the US and Mexico partner to strengthen its law enforcement institutions, enhance criminal prosecutions and the rule of law, improve border security, promote greater respect for human rights, and prevent crime and violence.
- Merida Initiative projects are largely funded through the Department of State's Office of INL. Support to Mexico's security and law enforcement agencies comes in the form of equipment, training, and capacity-building programs. There are no direct funds transferred from or other budget support provided by the U.S. government to the Mexican government.
- All projects are agreed upon by both the U.S. and Mexican governments. The Department of State then implements projects in close partnership with many U.S. government agencies and the relevant Mexican government counterparts.
- Nearly \$3 billion USD in appropriated funding has been allocated
 - To date, the Merida Initiative has implemented nearly \$2billion USD in equipment, technical assistance, training and capacity building programs.



INL Mexico Program Team Structure

- **INL Mexico City Office consist of 200 + personnel, including diplomats, local staff, contractors and subject matter experts.**
- **There are four program teams based on Merida Objectives**
- **Border Security & Migration Management**
 - Management and security of land borders, seaports, and airports
 - Capacity building programs to improve migration management and analysis
 - Advancement of biometric and other technological tools to counter and disrupt TCOs and other criminals
- **Security and Law Enforcement**
 - Accreditation of state police departments, academies, and communication centers
 - Capacity Building for Police, Investigators, Forensic Scientists, Public Security Analysts, Prisons
- **Counternarcotics & Special Investigations**
 - Anti- money laundering, criminal information analysis
 - Interdiction support, including canines
 - ERADICATION
- **Criminal Prosecutions**
 - Judicial Capabilities
 - Transparency & Accountability
 - Drug Demand Reduction/Drug Treatment Courts



Border Security and Migration Overview

Key GOM Partners: INM, SAT, Policia Federal, SEMAR, SEDENA

Key USG Partners: CBP, ICE-HSI, DOD, USCG, DEA,

\$230 million in Merida Initiative Programming (planned/underway).

Equipment (all non-lethal)

- Technology
- Training

Examples of Key Projects Advancing our Mission

- Southern Border Secure Telecommunication project (completion June)
- Last Point Departure Security Upgrade Airport project (completion Sept 2021)
- INM basic and specialized professionalization courses (ongoing)
- Expanding DHS-INM Biometrics Data Sharing Program to other GOM Partners and the region



Northern Border Projects

Today's Focus on the Northern Border

Two Major Projects:

- 100 Percent Joint Scanning & Capability Project
- Sandia Laboratory Comprehensive Assessment Study of LPOE's.



Joint Scanning/Revision Across all LPOEs

Long Term Goal: To achieve 100% joint scanning and revision capacity on southbound and northbound lanes (Cargo, POV, Pedestrian, Rail) along our shared U.S. Mexico Border to advance security priorities while improving the facilitation of trade.

Unified Cargo Processing (UCP) was spearheaded out of the Arizona in July 2016. The concept has Mexican Customs Officers working side by side with CBP Officers on the United States side to jointly inspect and process shipments of cargo destined for the United States.

- Since starting UCP in June 2016, CBP and SAT have reduced duplicate cargo inspections, and wait times have dropped, lowering the cost of doing business in the region.
- Given the success of the existing CBP-SAT UCP scanning initiative, the Department of State (through the INL Merida Initiative) is working with DHS and SAT to expand this concept across all north and southbound lanes at all LPOE's with some notable enhancements.



Joint Scanning and Revision

How to reach 100% joint scanning capability over the long term:

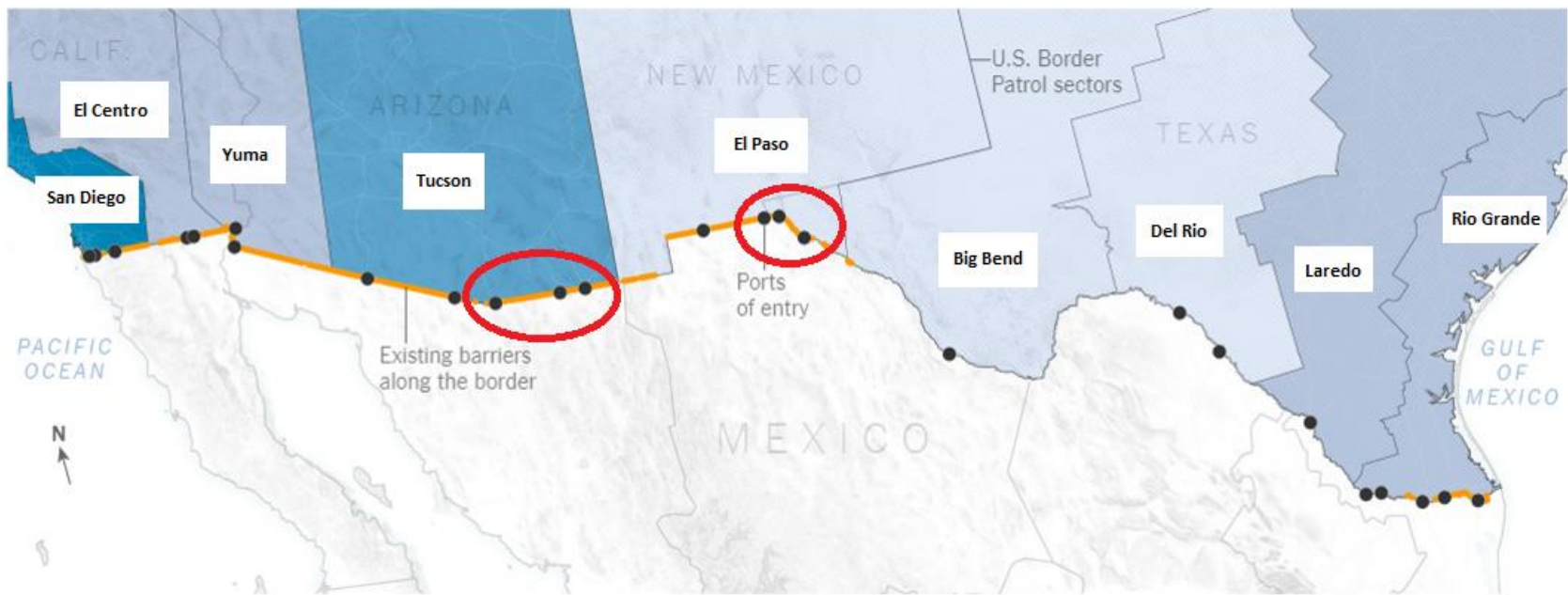
- Install the latest NIIE equipment and technology in pre-primary inspection strategically identified locations across all northbound and southbound lanes for Cargo, and POV traffic lanes. (Based on DHS programming in Donna and Laredo, Texas. Preferably Mexican side for all equipment)
- Install the latest cameras and technology in strategic pedestrian lane zones for coverage of both north and southbound foot traffic. Preferably Mexican side for all equipment
- Install the latest NII equipment and technology to cover all southbound train lines into México.
- Depending on the type of lanes and equipment, utilize existing on-site and/or remote review locations for imagery reading and adjudication.



Northern Border LPOE's

INL is taking a modular approach and will begin with a combination of pilots Pedestrian, Cargo, POV, and Rail in two zones. This is to minimize risk, is based on budget constraints, and demonstrate proof a concept.

Confirmed Pilots: Tucson/Nogales and El Paso/Chihuahua



Criteria for Selection

- INL has sufficient funding
- Consensus and Political will among SAT elements (Operations, International Affairs, and Infrastructure)
- Consensus and Political will among DHS Elements (CBP/OFO, NII Division DC/OFO, CBP/IA, OCC/CBP, GSA)
- Strategic location in terms of need of:
 - * Risk for drugs, arms, and bulk currency
 - * Level of screening and inadequate to address risk
 - * Footprint allows for adequate scanning/revision and facilitation of trade
 - * UCP in place or being implemented
 - * Sufficient manpower



Pilot Locations

EL PASO LPOE's

- **El Paso Paseo Del Norte Pedestrian** (Northbound and Southbound on the US side)The systems for Northbound and Southbound will be located in the US and images can be sent to the command center in the US and a command center in Mexico.
- **FoxConn Cargo** (southbound-Mexican Side) and northbound both together on the Mexican Side right outside of the FoxComm compound.
- **Santa Teresa Cargo** (southbound-Mexican Side) and northbound (US side)
- **Santa Teresa POV** (southbound-Mexican side) and northbound (US side)
- **Stanton POV** (southbound-Mexican side)



Pilot Locations

- **TUCSON LPOE's**
 - **De Concini Pedestrian** (Northbound and Southbound both on US side)
 - The system for Northbound and Southbound will be located in the US and the images can be sent to the Command Center in Mexico.
 - **Mariposa Pedestrian** (Northbound only)
 - **De Concini Rio Rico Rail** (Southbound US side of the Border)



Increasing Scanning Capacity across all LPOEs

NII Equipment:

- Pedestrian and Portal Scanning NII Equipment
- Vendor: Tru Vision



Phased Roll Out Strategy

- 14 – 20 Pedestrian - March through June 2019
- 1-6 NII Rail Systems – Nov 2019 -Dec 2021
- 4 NII Cargo Systems - Nov 2019 - Dec 2021
- 2 NII POV systems - TBD



Northern Border

Northern Border Assessment:

- **United States Department of Energy Sandia Laboratory (SNL):** In partnership with DHS, INL is funding Sandia National Lab (SNL) to conduct a comprehensive assessment of a number of Mexican Land Ports of Entry that will define standards for the secure and efficient operation of a Mexican land port of entry. The assessment is scheduled to commence in approximately 3 weeks.
 - Sandia National Laboratory (SNL) provide objective analytical comprehensive research assessment.
 - Proven results through prior DHS/CBP feasibility studies
 - Specialize on Border Operations
 - Prior feasibility study conducted INL
 - Leading assessment research team in the Country
 - Focus on National Security Projects
- Sandia will also develop an assessment tool that will allow us to assess the Mexican POE's against those standards and also provide a roadmap for the transition to a broader UCP approach.
- We will also rely on CBP during implementation to ensure that standards are correctly identified and placed in context and measured against best practices in the US POE's.
- While the focus is on Mexico's northern border, this assessment tool will eventually serve to evaluate all of Mexico's southern border LPOE's.
- Key Stakeholders: INL,DHS, CBP/OFO, CG, SAT, SEDENA,INM,SADER, GSA, Local businesses.



Thank You.

