



Border Trade Alliance urges support for S. 243, legislation to streamline repairs to ports of entry

Repair delays at ports of entry risk disruption to trade, security

Background

Critical repairs at the nation's northern and southern land border ports of entry are too often delayed and made more expensive due to the General Service Administration's requirement to perform an assessment and to carry out the repair in its role as the federal government's building owner and superintendent.

Legislation by Arizona Sen. Kyrsten Sinema and Oklahoma Sen. James Lankford, S. 243, gives the Commissioner of Customs and Border Protection (CBP) the authority to make repairs under a certain dollar value without involving GSA.

Bill status

The bill has bipartisan cosponsors and was reported favorably by the Senate Committee on Homeland Security and Governmental Affairs in March.

Properly equipped and modern ports of entry are essential to the nation's supply chains and security

GSA owns the majority of land border ports of entry, where CBP carries out its important dual mission of interdiction and facilitation.

Many ports require repairs, some simple and relatively inexpensive, but CBP as port tenant cannot make those repairs, leaving the responsibility solely to GSA in its role as landlord.

A failure to make needed repairs at ports risks delays to cross-border trade and travel, causing a drag on the economy and placing upward pressure on prices.

Modern, properly equipped ports of entry are essential to freight mobility, supply chain continuity and security.

BTA urges passage of S. 243

BTA believes CBP should be granted the authority to perform immediate and relatively low-cost repairs at ports of entry without the authorization of GSA to ensure operations at ports can continue without interruption. Our organization urges support for S. 243 and offers its years in cross-border affairs as a resource to the Congress as the bill makes its way through the legislative process.