

Frontline

U.S. Customs and Border



Winter 2010



Securing the Border by a Nose

Training K-9
Teams in El Paso

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CBP

BORDER WARS

National Geographic Channel's launch of its new series "Border Wars" on Sunday, January 10, became the network's highest-rated series premiere ever. The show continues to air Monday nights at 9 p.m.



WINTER 2010

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Border Patrol Agent Richard McGuire, patrol canine handler, Del Rio Sector BORTAC, with K-9 Rudy (*learn more about Rudy on page 7*)

Photograph by Dennis Smith



TRIBUTE TO FORMER ACTING COMMISSIONER JAYSON P. AHERN

Former Customs and Border Protection Acting Commissioner Jayson P. Ahern recently retired, ending 33 years of federal law enforcement service. Throughout his career, Ahern worked tirelessly for an ever-stronger CBP. Prior to serving as CBP's Acting Commissioner from March 2009 to January 2010, Ahern was CBP Deputy Commissioner from August 2007 to February 2009 and Assistant Commissioner for Field Operations from March 2003 to August 2007. Mr. Ahern served as Assistant Commissioner of Field Operations for both CBP and its legacy agency, U.S. Customs Service, from June 2002 until his appointment as Deputy Commissioner in 2007. Before coming to Headquarters in 2002, he was director of field operations in San Diego, where he was in charge of all Customs activity at Southern California ports of entry. He had also served as the principal field manager of port operations in Los Angeles, California, and Miami, Florida. Mr. Ahern completed two earlier tours of duty at Customs Headquarters, serving as Director, Anti-Smuggling Division and senior advisor to the Acting Commissioner. His extraordinary leadership and management earned him several of the highest ranking awards given for public service, including the President's Distinguished Executive Award (2005), the Maritime Security Lifetime Achievement Award (2007); the Secretary of Homeland Security's Gold Medal (2008), and the U.S. Coast Guard Commandant's Distinguished Public Service Award (2009).

In announcing his retirement, Ahern said, "It has been my privilege to be a part of this organization and depart as your Acting Commissioner, but most importantly, it has been my honor to have served alongside each of you."





Frontline

Winter 2010

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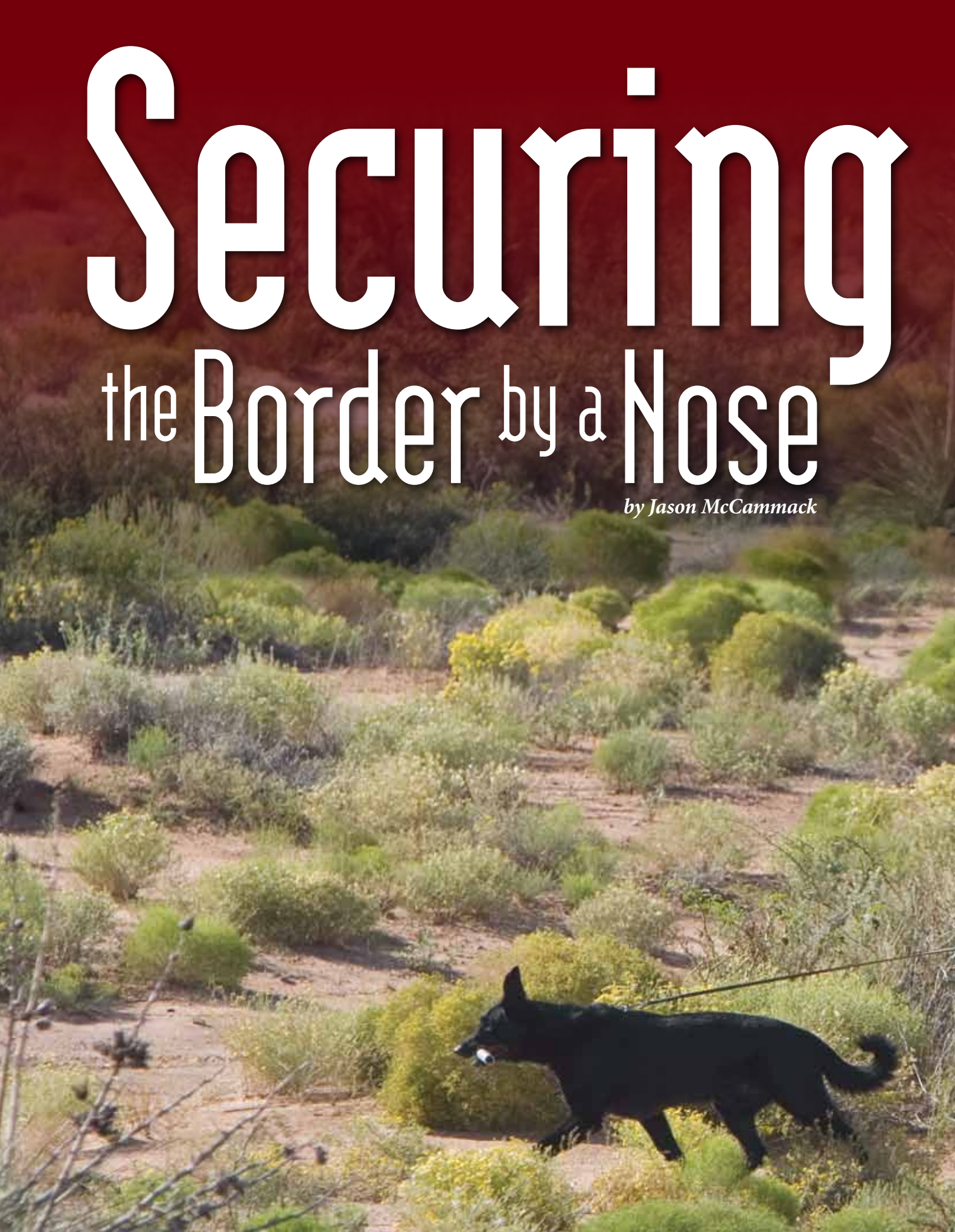
Clarification:

The summer 2009 issue of Frontline features an article about CBP's efforts to provide intelligence to combat gang activity in the United States. Frontline apologizes to any reader who may have been offended by a photo of a gang member who was wearing a Christian cross and rosary that helped illustrate this article. Frontline policy does not condone associating criminal activity with any race, creed, religious or ethnic group.

Securing

the Border by a Nose

by Jason McCammack



From humble origins over 23 years ago, Customs and Border Protection's Canine Center El Paso (CCEP) has emerged as one of the finest training centers of its kind in the worldwide law enforcement community. From the original class of four dogs in 1986 (Duko, Benno, Barco, and Rocky), CCEP has grown and expanded to where it now trains more than 200 detector dogs a year with plans to expand that to more than 300 in 2010.





★ CCEP trains dogs in rescue operations, cadaver identification, concealed human and narcotics detection, criminal apprehension, tracking and trailing and explosive, currency and firearms detection.

“In 1986, the Border Patrol’s southern region was looking at putting dogs on our checkpoints, but at that time there was no case law that would permit it to happen and we weren’t sure how the courts would view it,” said CBP Canine Training Program Director Clark Larson. “The courts have since ruled that we have probable cause to search instantly upon the dog’s alert... which is demonstrating

behavior that there is a trained odor present for one of the four major narcotic groups we train [dogs] on or a human for instance. The dog will alert [upon locating the odor] and the courts have ruled that we have probable cause to conduct search, seizure and arrest. The dog allows us to bridge the gap from no suspicion whatsoever, to probable cause, which allows us to do all of the law enforcement activities which occur after

probable cause is established. The dogs are an absolutely essential tool.”

This is especially true at Border Patrol checkpoints, where all individuals have 4th Amendment rights against unreasonable search and seizure.

Unlike individuals crossing the border at a port of entry, where Fourth Amendment protections are limited, everyone interviewed by Border Patrol agents at checkpoints is considered present in the country and has those protections inherently -- whether they are legal residents of the U.S., or not. Dogs working at ports of entry are essentially used as detection devices, but at checkpoints, their skills are absolutely necessary in the development of probable cause, which is required before search and seizure activities can begin.

The program proved to be a tremendous success, and by 1988 the program had upwards of 50 dogs, said Larson.

“By 1989, we were looking for a permanent place to have an academy because there was no real national structure for the canine program. Officials from Fort Bliss offered us this facility and by 1991 we were up and running. I was asked to participate in writing the underlying foundational documents for the facility. In March of 1991, I wrote what became known as the facility charter, which, essentially, laid out the functions of the facility, how it would be run and how it would interact with the field.

The facility was underway by 1992 and the first canine training course was conducted that August. The inaugural canine instructor course took place in March, 1993.

The constant growth of the program is remarkable. When the Border Patrol became part of CBP in 2003, the canine program had 334 dogs. Since that time, the program has more than doubled in size to over 700 dogs. Within the next five years, Larson said the CCEP plans to double the number of dogs in the field once again as the center stretches to keep up with the explosive growth in personnel that CBP has seen in the last decade.

Originally, the center only trained detector dogs to identify concealed humans and narcotics. Today the program includes training in search and rescue operations, cadaver identification, criminal apprehension, tracking and trailing and explosives, currency and firearms detection.

“Many of these programs are more intense as far as training is concerned,” said Larson.



Photo by Gerry Nino

★ Supervisory Border Patrol Agent Clay Thomas give a detection demonstration and Canine Center El Paso.

To train dogs to detect concealed humans and narcotics, CCEP developed groundbreaking training techniques entirely unique to their program.

“These techniques had never been tried anywhere, worldwide,” said Larson. “We applied standard search and rescue principles and applied that to search and rescue dogs. There was no one [training dogs] to detect humans and narcotic simultaneously. To create this dual dog we applied those search and rescue training techniques and we were able to develop a dog with the ability to differentiate between people visible in a vehicle and those that are concealed. It was an amazing advance in the canine world and we’ve since been able to assist many other law enforcement agencies in applying those same training principles to their programs.”

Another training innovation developed at CCEP is known as backtracking. In this tracking program, the detector dog is trained to track an individual going from the newest scent back to its origination -- the complete opposite of a dog’s natural tracking instinct.

“The reason we did this is because, typically, one or two members of a group will make it out to a highway and get apprehended by an agent where they’ll let us know that their mother, father or other members of their group are out in the desert in distress,” said Larson. “Well, we have no idea where they are. We could deploy air assets and send agents into the desert to try and cover thousands of miles or we can put a dog on the trail that [the apprehended person] left and let the dog lead us to the group. We’ve saved literally hundreds and hundreds of lives by utilizing the dogs through backtracking.”

CCEP trains a select few dogs to react to high-risk situations where violence is likely to occur.

“These are felony-type situations and the dog is trained to physically apprehend individuals,” said Larson. “This is not the type of dog we would use on people just crossing the border. They are deployed with Special Response Teams and Border Patrol Tactical Unit (BORTAC) agents -- so the agents as well as the dogs have special training. These dogs are integrated into things like high-risk entry teams, high-risk tracking operations and armed and dangerous encounters. We’ve had operations where the dogs have really been the difference in the outcome.”

One such scenario happened in Del Rio Sector. Local deer hunters reported a suspicious group of individuals in the desert. The group was reported to be armed with rifles and shotguns and carrying backpacks, which could indicate they were trafficking narcotics.

“We brought the patrol dogs in and we tracked them for about six miles with agents and a tactical team also on the ground,” said Larson.

As the patrol dogs led the team forward, agents noticed a cave ahead which provided a very likely hiding spot, considering the groups route of travel. The agents tactically approached and deployed a dog into the cave. The dog made immediate contact and the group surrendered without conflict.

“There was no bite, but the dog was the difference,” said Larson. “They threw the guns out and gave up. If an agent had confronted them, there would’ve likely been a gunfight.”

“Our job is dangerous,” said Supervisory Border Patrol Agent Clay Thomas. “Would you rather have yourself or your partner climb up a six-foot wall and go head-first into a cave where you can’t see a thing and you know there are armed narcotic smugglers, or would you rather have the ability to send a dog in as an enforcement multiplier? The dog goes in and immediately neutralizes the situation, but if an agent goes they may be more likely to be violently confronted.”

“They’re more afraid of the dog than they are of the agent,” said Larson.

“These dogs are worth their weight in gold, not only to the legal system that governs us, but to us as Border Patrol agents,” said Thomas.

“CCEP is an intrinsic part of the success of the Border Patrol canine program, supplying the highest quality canines and training to our agents; it’s where it all begins,” said Assistant Chief Terry K. Cooper, the Office of Border Patrol Canine Program Manager. ■

The Next issue of Frontline will include an article about CBP’s Canine Center Front Royal

K-9: Rudy...

(from the cover)

STATS: Rudy was the first patrol canine deployed in a threat situation (details in main story). He is responsible for the apprehension of nine undocumented aliens and the recovery of:

- several flashlights
- 1 range finder
- 1 set of night vision goggles
- 1 rifle scope
- 6 walkie talkies
- 1 GPS
- 1 game camera
- several shotgun shells
- 1 Revelation Western Auto 20-gauge shotgun
- 1 Remington Field Master
- 12 binoculars

The above property was confirmed to be stolen.

Rudy is also responsible for three marijuana seizures totaling 1,438 lbs.





CHARLIE do you

by Jason McCammack



**-100,
copy?**

**CBPs 24/7
communications center**

For CBP officers, as well as many other law enforcement professionals, a call sent out via radio to CHARLIE-100, is a call to a very wise friend. Unlike most urban police officers, who use local dispatch facilities to communicate, CBP officers use a nationwide radio network and each and every one of their radio communications goes to sector enforcement specialists located in Orlando.



★ It takes over eight months of training, on average, before a sector enforcement specialist gets to work their own console.

In 1995, seven U.S. Customs Service communications centers located across U.S. in Long Beach, Calif., Houston, New Orleans, Miami, New York and Boston were consolidated into one building in Orlando, Fla., and became the National Law Enforcement Communications Center (NLECC). The move allowed the new Sector Communications Center to take advantage of new technologies and staff efficiencies and standardize procedures across all sectors.

What was once a Navy training building is now home to some of the most cutting-edge communications technology in the world as well as a group of men and women with the expertise to put it to work.

Today, Sector Communications Center is the home base for the NLECC Land Mobile Radio Network which is designed to provide radio coverage along the entire perimeter of the United States, along with any other areas where authorized users require radio coverage. The network is

comprised of a series of fixed radio repeaters, strategically located, that are linked directly to the NLECC consoles in Orlando. The consoles, divided into three sectors, are staffed 24/7 by sector enforcement specialists (SES) and provide a variety of essential services and emergency assistance.

East Sector constitutes the East Coast, from Maine to the Florida Keys while the Southwest Sector covers Texas, New Mexico, Arizona and Oklahoma and West Sector covers all the states along the West Coast as well as the central United States.

The main responsibility of a SES is listening to the 600 repeater channels for officer safety and situational awareness.

Using a suspicious vehicle stop as an example, an officer registered with NLECC makes a traffic stop. The officer contacts NLECC to relay information on the suspicious vehicle and tells the SES exactly where they are located. NLECC's procedure is to give the officer 10 minutes.

If the officer fails to make return contact to NLECC within that 10-minute window, they will begin calling the officer on their radio. If they don't get a response they will then contact local law enforcement officials as well as their own office for backup support.

If an officer comes under fire, the officer radios NLECC and sector enforcement specialists work to get emergency services to the officer.

"Most of the officer's using the NLECC don't have local radio dispatch facilities – like the ones made famous on the TV show "Cops," said Bob Martin, NLECC Director. "It comes back to us in Orlando. They depend on our operators as, I guess you could say, their eye in the sky."

NLECC services the Offices of Field Operations, Air and Marine, ICE, CBP Internal Affairs and provides some backup service for Border Patrol. They also service numerous other outside agencies that pay to use NLECC's network.

“We like to be known as a one-stop shop.” ...If you need anything, even if we’ve never done it before, we will try to find a way to assist you. The only criteria you have to meet is being a registered user in our database.”

“Instead of [these agencies having] to pay to set up their own infrastructure, it’s much more cost-effective to pay for our services,” said Dahlia Putnam, chief of NLECC Communications Operations Branch. “NASA, the Social Security Administration and FDA are among the agencies paying for these services.”

SES working the consoles also take phone calls from registered users. The calls are routed to appropriate sector using the area code where the call was placed.

“We like to be known as a one-stop shop,” said Putnam. “If you need anything, even if we’ve never done it before, we will try to find a way to assist you. The only criteria you have to meet is being a registered user in our database.”

It isn’t only law enforcement officers who are registered to use NLECC services. For example, informants call NLECC to locate their officers and pilots call to clear customs (NLECC is the after-hours point of contact for many CBP and ICE offices).

NLECC also answers calls to the 1-800-BE-ALERT hotline, which the public can use to report suspicious activity. SES gather and validate information, before passing it along the appropriate officials.

“Our team strives to never have to hand anything off to anybody else or not be able to provide the answer to any question,” said Martin. “The call sign for NLECC is CHARLIE 100, and when they use that call sign they don’t expect to hear “no” for an answer.”

SES go through an extensive training program before they get their own console.

It takes, on average, eight months of training before someone can be let loose on a console,” said Martin.

There are three phases of training, each lasting several months. During the first phase, the trainee sits behind a senior SES, listens to the type of request that are made

in the console and receives instruction from the senior person. In phase two, the trainee is assigned to another senior SES -- but the roles are reversed. The trainee takes charge of the console while under the watchful eye of a senior SES. If at any time a trainee is unable to handle a call, the trainer is able to jump right in. In the third phase of training, the trainee is working semi-independently under the supervision of a team leader.

Sector Communications Center is the eyes and ears for many of CBP’s law enforcement personnel. When an officer radios for “CHARLIE-100,” they don’t care if the person on the other end of the line is three blocks or 3,000 miles away -- they just need results. Because of the potential high stakes of each and every call or radio transmission, there is an inherent stress to the job of the sector enforcement specialists.

“The job can be stressful. It could be very calm [on the floor] and then, all of a

sudden, all hell breaks loose,” said Putnam.

The dedicated staff at NLECC are more than ready for any challenge, according to Martin.

“There are some very unique situations that happen -- the kind of thing you may only see one or two times in an entire career,” said Martin. “But even if something like this does come their way and they don’t have any experience with this kind of situation, we definitely work as a team here, and there is so much experience collectively, that you would be hard-pressed to find something that one of our SES doesn’t have prior experience with.”

Being a part of the law enforcement community and playing a major role in its success drives the team members.

“The rewarding part of the job is when we are able to provide a piece of information that we makes an enforcement action go smoother,” said SES Kevin Hambrick. ■



Photo by James Fourtelles

★ The Wireless Network Operations Center at Sector Communications Center monitors all land mobile radio links for Office of Field Operations, Office of Border Patrol and other DHS entities.

OUTBOUND

by Jason McCammack

OPERATIONS



A NEW FOCUS ON THE SOUTHWEST BORDER



Every day in America's Southwest, the men and women charged with securing the border face a complex opponent. While the vast majority of people crossing the border are law-abiding citizens of the U.S. and Mexico, agents and officers must maintain a constant vigilance for criminals who will stop at nothing to illegally traffic humans, weapons, drugs and currency in both directions across the border.

On any given shift, there are approximately 20 CBP officers and/or Border Patrol agents working exclusively on outbound operations.

In the past year, the challenges for CBP personnel stationed on the Southwest border have only intensified. A raging turf war between drug cartels on the Mexican side of the border has resulted in thousands of murders. The governments of the United States and Mexico have vowed to work together to end the violence which is a direct result of the massive drug trafficking operations that take place in and around the shared border.

As the drugs flow north to the United States, cash and weapons flow south to the cartels in Mexico, fuelling the massive bloodshed. To quell the violence, Mexican authorities have flooded the border with federal police officers and the military. In turn, the U.S. has strengthened its outbound inspection operations with a strong focus on stemming the tide of weapons and currency making its way into Mexico.

“Outbound operations are more challenging,” said Assistant Port Director for Tactical Operations, Port of El Paso, Patricia Aveitia. “We don’t have any toll booths here

and the infrastructure is quite different. The northbound traffic sees the officer, slows down and there are lights instructing them to move along or slow down. The southbound traffic, especially here at the Bridge of the Americas is coming right off of Interstate 10, which is a very busy intersection coming off of the freeway and everyone is speeding up as they come through. They want to go straight on through to Mexico without being stopped and inspected.”

Operation Intrepid

On any given shift, there are approximately 20 CBP officers and/or Border Patrol agents working exclusively on outbound operations.

“Operation Intrepid is a joint outbound operation between CBP’s Offices of Border Patrol and Field Operations and ICE. We started the operation in March. Basically, we have Border Patrol agents assigned to the Office of Field Operations to strengthen our overall team. We are able to learn from each other’s strengths and best practices. This is a great example of mission integration.

We not only have Border Patrol agents and supervisors, we have Border Patrol canines here day-in and day-out. We are able to share ideas and operational processes with one another and it has been a real success.”

The operation has proven to be mutually beneficial according to the men and women on the frontline.

“Here in El Paso, Operation Intrepid is very unique,” said Supervisory Border Patrol Agent Ruben Padilla. “Our agents are here supporting OFO’s efforts and working together as a team. We are able to take what we know as Border Patrol agents in terms of inspections and checking vehicles and combine that knowledge with OFO’s expertise. In my opinion, this has been a great asset.”

The agents and officers don’t have individual niches exclusive to Border Patrol or OFO – they are working as a team.

“Our agents work directly alongside the folks from OFO,” said Padilla. “Once something is detected we generally let the OFO personnel come in because of their



Photo by Gerry Nino

★ When a CBP officer or Border Patrol agent suspects a vehicle is carrying contraband, a specific protocol is set into motion.



★ Operation Intrepid is a joint operation between CBP's Offices of Border Patrol, Field Operations and ICE.



Photos by: Jerry Nino

★ One of the primary focuses for officers and agents working the outbound lanes in the southwest is preventing currency and firearms from making its way to Mexico.

extensive experience and knowledge of this type of work. They then continue with the investigation. While the OFO officers are conducting an interview, the Border Patrol agents are able to continue inspecting suspected vehicles or individuals walking across the border.”

Busting a tireless enemy

Smuggling weapons and currency back into Mexico is the very lifeblood that sustains the drug trafficking cartels in Mexico. To get them across the border, they will spare no expense and the possibilities are endless. Both weapons and cash are often shrink-wrapped, carefully taped and then placed in the most remote regions of a vehicle, including the inside gas tanks and dashboards. Custom auto workers design cubby holes behind seats and upholstery that look completely normal to the untrained eye, but when identified, can hold hundreds of thousands of dollars worth of drugs or cold, hard cash.

The cartels use drug mules, essentially low-level employees paid a minimal fee to run drugs north and cash and weapons south. The mules are completely expendable to the cartels and their leadership tries to exploit the humanity of agents and officers by using the elderly, disabled – even pregnant women to move their illicit cargo. A recent

outbound bust captured over \$200,000 hidden in a gas tank. This is not uncommon.

The men and women who work at the ports of entry are trained to be aware of how the smugglers are trying to manipulate them and maintain constant vigilance no matter how unlikely the passenger may seem to the untrained eye.

When a CBP officer or a Border Patrol agent suspects a vehicle is carrying contraband, a very specific protocol goes into motion.

“The vehicle is then turned over to our secondary inspection team,” said Aveitia. “Violators are taken inside to a controlled environment and the contraband is processed with the assistance of the U.S. attorney and ICE for the criminal aspect of

the process to proceed.”

CBP Officers are also on the lookout for stolen vehicles during outbound inspections. “Officers are trained to identify any tampering that would be associated with vehicle theft, which is a major issue along the border,” said Aveitia. “This could be damage to doorknobs or the ignition key and these vehicles are then taken to the secondary inspection area. We can’t check the VIN number on every vehicle, so we count on the experience and training of our officers to trigger.”

“This group of officers and agents are very dedicated to their job, regardless of the extreme temperatures and the demanding environment they work in,” said Aveitia. “They are the real deal and it’s an honor to work alongside them everyday.” ■

Custom auto workers design cubby holes behind seats and upholstery that look completely normal to the untrained eye, but when identified, can hold hundreds of thousands of dollars worth of drugs or cold, hard cash.

“New” Green

Border Patrol Station
El Paso, Texas

by Jason McCammack



On August 30, a grand opening was held for the new, 49,000 square foot El Paso Border Patrol Station, which approximateley 350 Border Patrol agents now call home. The new facility was designed to enhance the local desert landscape and uses “green” technology for maximum energy-efficiency.



“We use 100 percent re-claimed water in our wash bay to clean our vehicles. The water is recycled, filtered and re-used.”

“We expect to be the first Border Patrol station to achieve Leadership in Energy and Environmental Design (LEED) certification, which is a recognition given by the U.S. Green Building Council, a non-profit organization,” said Border Patrol Agent Patrick Berry. “Points are given in a number of categories, and if your building achieves enough points you earn LEED certification. We worked very closely with the U.S. Army Corps of Engineers and with the construction company that worked on the facility. There was a lot of foresight and pre-planning that went into this project because we wanted to be good stewards in our community.”

The effort to build a “green” Border Patrol station started prior to the groundbreaking.

“Before the construction began, we came in and removed some of the different varieties of cacti at the location of the building and designated a spot further back on the property where we re-planted them. It was more than just digging holes. We reached out to a local chapter of cactus enthusiasts here in El Paso, people who really love cactus and are interested in seeing them thrive and propagate, so they could oversee the effort and help us transplant the cacti to new locations and also oversee the re-planting of the ones that we kept on the property.”

The grounds of the new station do not require any watering, which is important, because water is a precious resource in El Paso, and it also saves the station a significant amount in landscaping costs.

“It was very important for us to use the native vegetation in our landscaping efforts.

The outside of the building is zero-scaped, which is a very efficient use of resources. We don’t have to water the grass because the cactuses are self-sustaining.”

The effort to use water efficiently can also be seen in the operational planning for the new station.

“We use 100 percent re-claimed water in our wash bay to clean our vehicles. The water is recycled, filtered and re-used.”

One of the key criteria for earning LEED certification, maximized by the El Paso Border Patrol Station, is the use of local products in the construction of a building. This has impact in two areas. First, it helps the local economy and second, it reduces the amount of resources needed from other states, which decreases the amount of pollution created through transporting goods from around the country.”

Anything that could be recycled during construction of the station, was recycled. This practice has continued since the Border Patrol agents have moved into their new home.

“We’ve initiated a comprehensive recycling program which includes the green recycling bins that are located throughout the station’s larger facility and we also gave a presentation to our agents, explaining the entire process. Hopefully this will reach beyond these walls and into our everyday lives as we develop the habit of recycling at work and carry that home with us.”

The location of the station is also very important. Agents can drive to work, but there are also mass transit busses to take to the station. Bicycle racks were also installed for anyone who wants to get to the station on two wheels.



Local animal populations were also considered during the planning stages for the station.

“Hawks are one of the top predatory birds in this area and we built two hawk towers which allows them to nest and hunt from a higher perch without interference from human activity. We didn’t chase the predators out and damage that ecosystem,” said Berry. “We wanted to respect that balance.”

One of the biggest eye-catchers for people driving along the 54 highway is the significant investment in solar panels at the station. The panels provide approximately nine to eleven percent of the energy needs for the station when fully operational.

“The citizens of El Paso enjoy over 300 days a year of sunlight. We decided to utilize that and make it work to our advantage,” said Berry.

Motion-detecting light switches were installed as another way to improve energy



★ Solar panels provide approximately ten percent of the energy needs for the new station.

The grounds of the new station do not require any watering, which is important, because water is a precious resource in El Paso...

efficiency. Instead of flipping a light switch or leaving the lights on 24/7, the new El Paso Border Patrol Station's are only in use when absolutely necessary.

LED lights in the sally-port and EnergyStar appliances in the break room are also utilized in order to use less energy on a daily basis.

Personnel in the El Paso Sector has increased dramatically in recent years. The previous station was 13,000 square-feet and was no longer adequate for the number of agents in the field. The new station is almost four times as large as its predecessor and gives agents the room they need to maximize

training and operational functions.

“This new building not only accommodates the growth that we’ve had, but it also anticipates future growth,” said Berry. “We have a training center, complete with computers, which is something we didn’t have at the old facility. Now we can train a lot more agents at the same time, which increases our efficiency by allowing the trainers and the trainees to get back into the field quicker.”

The new station also has a larger muster room that is more accommodating to the approximately 350 agents based at the station. Improved sound quality and the

ability to provide audio/visual materials to agents in a group setting has also enhanced overall operational efficiency.

There was no mandate for the Border Patrol to build a station that achieved LEED certification.

“This was something we took on to be good neighbors in our community,” said Berry. “Part of the Border Patrol’s national strategy is to improve the quality of life in the communities we live in. That’s not just important in this community, but to the world we live in. It wasn’t something we had to do, but it is something we wanted to do and are very proud of.” ■

Temporary Worker Exit Goes Electronic at Douglas and San Luis



★ Exit kiosks at the Douglas, Arizona land port of entry provide instructions in English and Spanish.

U.S. Customs and Border Protection launched a pilot program for exiting H-2A/B temporary workers Dec. 8. The program will be tested at San Luis and Douglas land ports of entry in Arizona and it is expected to last approximately one year.

The objective of the pilot is to ensure that temporary workers in the U.S. comply with the requirement to depart the country when their authorized period of stay expires.

H-2A and H-2B visas are issued to temporary seasonal workers. H-2A visas allow foreign nationals to temporarily work

in agricultural jobs while H-2B visas allow temporary work in non-agricultural jobs.

To verify final departure from the United States, H-2A/B non-immigrant temporary workers will be required to scan their visa and their fingerprints and return their I-94, Arrival/Departure form at an exit kiosk located at the port of departure. Under the pilot program, travelers admitted under H-2A/B non-immigrant visa classifications at San Luis or Douglas ports of entry must also depart through one of the two designated ports.

The kiosk will provide instructions in

English and Spanish.

Frequent border crossers or commuters do not need to register their every departure, but only their final departure from the United States. Only H-2A/B temporary workers who enter the United States on or after December 8, on a new work authorization will be required to register their final departure from the United States when their authorized period of stay expires.

More than 205,000 H-2 guest workers crossed into United States in FY 2009. Of those, more than 147,000 were H-2A and more than 58,000 were H-2B visa holders. ■

JFK CBP Officer is Recognized with 'True American Hero' Award

Customs and Border Protection Officer (Enforcement) Federico “Freddy” Ramirez’s extraordinary achievement and contribution throughout the year has earned him the Federal Drug Agents Foundation’s “True American Hero Award.” CBPOE Ramirez accepted his award at the historical Harmonie Club in New York City on November 14.

In the past year CBPOE Ramirez has intercepted a total of 12 narcotic smugglers at JFK International Airport. His interceptions have led to the seizure of more than 30 pounds of heroin and 15 pounds of cocaine; with a street value in excess of \$2,800,000.

In addition to his narcotics arrests, Officer Ramirez apprehended more than 20 passengers attempting to enter the United States with altered travel documents and/or prior immigration violations. Most of Officer Ramirez’s apprehensions have led to numerous cooperative

investigations leading to arrests by Immigrations and Customs Enforcement and the Drug Enforcement Administration. In his career CBPOE Ramirez has apprehended 150 narcotics smugglers, 70 of which were internal couriers.

“CBP is committed to intercepting any threat to the American Public,” said Director of Field Operations Robert E. Perez. “We are fortunate to have dedicated officers like Officer Ramirez on our CBP team. I commend him on his excellent work and congratulate him on his well deserved award.”

CBPO Ramirez is currently assigned to the Counter Terrorism Response Roving Team/ Passenger Enforcement Roving Team at JFK International airport. He currently serves as a team leader and a national instructor for CBP’s Counter Terrorism Response Roving Training Team/National Rover Team. ■



★ CBPOE Federico Ramirez receives the Federal Drug Agents Foundation’s “True American Hero Award” in New York City.

CBP Launches Electronic Reading Room

U.S. Customs and Border Protection recently launched improvements in Web-based technology designed to increase public access to agency records and documents.

The upgraded CBP Freedom of Information Act Electronic Reading Room will feature records and documents formerly only available through FOIA request. Documents and records responding to certain FOIA requests are now available at www.foia.cbp.gov. (FOIA Reading Room)

“CBP is striving to boost agency

transparency and accountability, while promoting efficiency and effectiveness through the use of technology,” said former Acting Commissioner Jayson P. Ahern. “We hope the public will visit the Freedom of Information Act Electronic Reading Room for the most direct access to information and to avoid the need to go through the FOIA request process.”

CBP follows FOIA requirements and makes four distinct categories of records available for public inspection and copying. Consequently, documents featured in the FOIA Electronic Reading Room will

consist of final opinions and orders rendered in the adjudication of administrative cases; specific agency policy statements, certain administrative staff manuals, and various records disclosed in response to a FOIA request.

The CBP FOIA Division launched the upgraded Reading Room to proactively share information that includes policies and procedures, awarded contracts and grants, manuals and instructions, final opinions, common FOIA requests, and logs of FOIA requests received by the agency. ■

Two Amazing Seizures:

CBP, ICE Seize 100 Million Year Old Fossils, Pre-historic Cultural Artifacts Repatriated to China

While examining express mail from China on Christmas Eve 2007, a CBP officer in Chicago made an unusual and historic discovery. After careful examination and validation, the officer discovered that items manifested as shoes and gifts worth about \$20 to \$50 were actually pre-historic fossils that were priceless in terms of their cultural and historical value. Once properly identified by the Chicago Field Museum as authentic, Chicago CBP Officers seized the items.

In addition, in a separate but similar case, a CBP officer at Washington's Dulles International Airport determined that a traveler was attempting to import dinosaur eggs without proper export documentation. After the items were found to be authentic and the importer did not produce proper documentation in the time required by law, CBP seized the items. After coordination with the Chinese government, CBP and ICE repatriated the artifacts back to their country of origin during a formal ceremony on Sept. 14, at the Embassy of the People's Republic of China in Washington, D.C.

The fossils found by CBP Chicago included the bones of a saber-toothed cat and skeletal bones of two dinosaurs, known as *Psittacosaurus lujiatunensis*. The National Field Museum of Chicago evaluated the fossils and found to them be genuine, prehistoric specimens. The dinosaur bones were certified by experts to be more than 100 million years old. Both dinosaur skulls were recognized to be from the same species from the Yixian Formation and believed to be from Western Liaoning Province in northeast China. The saber-toothed cat skull resembled a species from the Guanghe Formation believed to be from Gansu Province, China.

The CBP officer in Chicago confirmed the discovery of the historic artifacts after a non-intrusive (x-ray) inspection revealed that the contents did not match the manifests. In all, CBP officers in Chicago intercepted three separate parcels of fossils at the Chicago O'Hare International Mail Facility. The dinosaur bones were manifested as shoes valued at \$50 and the saber-toothed cat skull and jaws and other fossils were manifested as shoes and gifts valued at \$50 and \$20, respectively. Although the fossils were recovered and have been returned to the Chinese government, the investigation by ICE is still on-going.

Separately, on another date a few months earlier, CBP officers in the Port of Richmond, Va., seized 24 prehistoric, fossilized dinosaur eggs, authenticated by the Virginia Museum of Natural History and estimated to be about 60 million years old by experts. A traveler declared them upon entry into the country through Washington's Dulles International Airport on a flight from Japan without proper export or licensing documentation.

A CBP officer at Dulles recognized that the traveler did not provide the proper export documentation so the items were sent under bond to CBP at the Port of Richmond, Va., until proper documentation was presented. Since no documentation was presented to CBP within the time allowable by law, the items were seized.

ICE contacted the Chinese Consulate in Chicago, which determined that the fossils were cultural relics that should not have been exported from China. The Ministry of Land and Resources in China requested the return of the fossils. The items were therefore seized on behalf of the U.S. government for repatriation to China.

Chinese researchers will escort the fossils from the U.S. back to China. They are to be taken to the China Geological Museum for further study.

Government officials praised the seizure and repatriation of the fossils to China as a new era for bi-lateral law enforcement efforts between the U.S. and China to counter illicit trade that violates U.S. and Chinese law.

continued on next page



Photo by James Tourdelotte

★ The fossils found by Chicago CBP officers included the bones of a saber-toothed cat and skeletal bones of two dinosaurs, known as *Psittacosaurus lujiatunensis*.

CBP Assistant Commissioner for International Affairs, Allen Gina, and Assistant Secretary of Homeland Security for U.S. Immigration and Customs Enforcement (ICE), John Morton, signed documents at the Chinese Embassy on Sept. 14, turning the custody of the fossils over to Chinese Embassy Deputy Chief of Mission Xie Feng. Feng praised the cooperative international law enforcement effort that led to the recovery of the pre-historic bones and their return to the Chinese government.

“Through the facilitation and enforcement of U.S. trade laws, these artifacts

will provide the People’s Republic of China a key to their past,” said Gina. “Customs and Border Protection is pleased to work in partnership with Immigration and Customs Enforcement to enforce U.S. customs law and to return ancient artifacts to their lawful owner.”

“These pre-historic fossils are an invaluable part of the history of the People’s Republic of China and they will undoubtedly contribute to the scientific exploration of that nation’s past, said John Morton. “The attempt to remove them from China ran up against a network of national and international customs

laws that are in place to protect against the theft of cultural property. We are pleased to return them to their rightful owners, the people of China. The artifacts were priceless in terms of cultural heritage.”

“In recent years, China and the U.S. have developed close cooperation in law enforcement and made steady progress and prominent achievements, particularly in the fields of counter-terrorism, drug enforcement as well as combating other transnational crimes, Deputy Chief of Mission of the Chinese Embassy Feng said. ■

By Lynn Hollinger

Creating a Sustainable CBP

On Sept. 13, 1991, President George H.W. Bush proclaimed the first National Energy Awareness Month. As the single largest domestic user of energy, the Federal government spends more than \$9 billion per year to power its vehicles and operations at approximately 500,000 facilities throughout the United States. With more than 56,000 employees, CBP has a large stake in the amount of energy consumed across the United States.

In October 2008, CBP kicked off its first Energy Awareness Campaign, and this October marks the first annual update of the CBP Campaign. This year’s theme, Creating a Sustainable CBP, is again aimed at promoting energy saving practices by all CBP personnel and operations. CBP is making great strides in meeting the challenge to decrease energy expenditures and increase energy efficiency and renewable energy in our facilities and fleet vehicles, thereby lowering greenhouse gas emissions and reducing our dependence on fossil fuels.

As part of the 6,000 new Border Patrol agent hiring initiative, CBP is ensuring that new Border Patrol station construction projects meet the requirements for Leadership in Energy and Environmental Design (LEED). Also, CBP’s new land ports of entry funded under the American Recovery and Reinvestment Act will be LEED certified buildings. In fiscal year 2009, CBP exceeded its target of adding 1,926 alternative-fuel fleet vehicles by ordering 2,900 alternative-fuel vehicles, or about 50 percent of the total vehicles ordered. These included flex-fuel SUVs, bio-diesel trucks, and gasoline-electric hybrid vehicles. Flex-fuel vehicles that can run on gasoline or E85 (85 percent ethanol, 15 percent gasoline) comprised the majority of vehicles ordered.

In his message on Oct. 7, former CBP Acting Commissioner Jayson P. Ahern challenged all CBP employees to make a commitment to reduce their daily energy consumption.

“Last year, Commissioner Basham challenged everyone at CBP to eliminate wasted energy in the workplace by taking actions, such as turning off lights and office equipment when not in use or adjusting window blinds to help regulate office temperature,” said Ahern. “This year, I’d like to continue that challenge and strongly encourage everyone to incorporate these practices into your everyday routines – both at work and at home. If we take steps to conserve energy, we will not only save money, but we will reduce the demand for fossil fuels and lower greenhouse gas emissions.”

Last year, during the October 2008 CBP Energy Awareness Campaign, CBP measured energy conservation performance using a voluntary online survey. The survey asked all CBP personnel about their level of participation in practicing energy saving activities before and during October. Eighty percent of the respondents said they were moderately to highly-likely to implement energy conservation practices on a daily basis at work in the future, and 56 percent felt the Energy Awareness Campaign had a positive impact on their routine energy conservation practices at work. ■



AFTER ALL THE HIGH FLYING ACTION AT THE WINTER GAMES,

stick your landing coming home.



BILLY DEMONG
U.S. OLYMPIAN

If you're traveling to the Vancouver 2010 Olympic Winter Games by land or sea, you'll need approved travel documents to get back home. Under the Western Hemisphere Travel Initiative, high-tech travel cards make crossing the border back home more efficient than ever. Don't wait until the last minute, find out which document is right for you at GetYouHome.gov and apply today.



Let's Get You Home.

VISIT www.GetYouHome.gov TO LEARN WHICH DOCUMENT IS RIGHT FOR YOU AND APPLY TODAY.



U.S. Customs and
Border Protection

www.GetYouHome.gov



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GOES Website now available in Spanish

U.S. Customs and Border Protection recently announced the Global Online Enrollment System (GOES) Web site was enhanced to facilitate the Trusted Traveler Program application process for Spanish-speaking travelers.

Trusted traveler programs provide expedited CBP processing for pre-approved, low-risk travelers and include NEXUS, SENTRI, FAST and Global Entry.

Travelers interested in becoming a Trusted Traveler Program member can apply by submitting their application online through the GOES system. Applicants must voluntarily undergo a biographical background check against criminal, law enforcement, customs, immigration and

terrorist indices; a 10-fingerprint law enforcement check; and a personal interview with a CBP officer at a program enrollment center. Program fees apply and must be paid at the time of application.

Approved Trusted Traveler Program members can now also update their passport or Lawful Permanent Resident card information on GOES.

NEXUS is a joint CBP-Canada Border Services Agency program that enhances border security while simplifying the entry process for pre-approved, low-risk travelers. It was established in 2002 and more than 368,000 members participate in the program.

SENTRI is a land-border crossing program that provides expedited CBP

processing for pre-approved, low-risk travelers along the U.S./Mexico border. More than 206,000 travelers from both sides of the border currently are registered in the SENTRI program.

The Free and Secure Trade (FAST) program is available to commercial drivers crossing both the northern and southern borders. Currently, the program has more than 92,000 members.

Global Entry is available for U.S. citizens or Lawful Permanent Residents who are frequent international travelers. Biometric fingerprint technology is used to verify the passenger's identity and confirm his or her status as a Global Entry participant. CBP launched Global Entry in June 2008 and has more than 28,000 members. ■



TRADE SYMPOSIUM 2009 SNAPSHOTS



Photos by Dennis Burton



★ Aeroports de Montreal CEO James Cherry (left) and U.S. Consular General Lee McClenny cut a ceremonial ribbon during a media event announcing the opening of the new U.S. Departures terminal at Montreal's Pierre Elliott Trudeau International Airport on Aug. 17, 2009. CBP officers in Montreal processed more than 1.7 million passengers for entry to the U.S. during 2008, ranking Montreal as the third most busiest of CBP's 15 pre-clearance stations. (Photo courtesy of Frederick Wallace, Aeroport De Montreal)

U.S.-Bound travelers

Depart New Efficient Montreal Terminal

U.S. Customs and Border Protection employees and U.S.-bound travelers alike will no doubt enjoy the benefits of a spectacular new \$300 million U.S. departures terminal that opened at Montreal's Pierre Elliott Trudeau International Airport in 2009.

The spacious trans-border passenger air terminal houses CBP's Montreal Pre-Clearance Station, where U.S.-bound travelers complete customs, immigration and agriculture processing before departing for the U.S.

Nearly 1.7 million travelers processed through CBP's Montreal Pre-clearance Station aboard 30,000 flights to the U.S. last year, making Montreal the third-busiest U.S. departures station behind only Toronto and Vancouver.

Aeroports de Montreal, who manages the Trudeau airport, and the U.S. Consular Office in Montreal touted the new terminal's efficiencies in passenger processing, safety and security and baggage management.

"Passengers will be able to move through check-in and to their planes more efficiently, securely and rapidly," said Aeroports de Montreal CEO James Cherry.

Examples of these efficiencies include:

additional airline check-in counters and self-service kiosks; three additional Canadian Air Transport Security Authority (CATSA) security checkpoints; 12 additional CBP pre-clearance primary booths; a fully, automated, state-of-the-art baggage handling and retrieval system; and nearly 1,000 less feet in walking distance, more than a football field length, from curb to gates for travelers to walk.

"All those who regularly make the shuttle between Montreal and the United States will be impressed, just like me, by this superb facility," said U.S. Consular General Lee McClenny. "The opening of this terminal is only one example of the measures that both sides in our close friendship have taken to improve travel between our two countries."

McClenny compared the new Trudeau U.S. Departures terminal to the enhancements made to the CBP port of entry facility at the Lacolle-Champlain border crossing.

"The Lacolle-Champlain facility is the most modern, state-of-the-art land port of entry along the U.S. and Canada border, and with the opening of this magnificent U.S. Departures terminal, Montreal has

become the most modern trans-border air crossing point along the border."

One key enhancement over the previous departures terminal is a fully-automated baggage handling and retrieval system that ADM touts as "one of the most sophisticated in the world."

The system can move up to 1,400 pieces of luggage per hour aboard an army of destination coded vehicles, which are like single roller coaster cars, on a series of conveyor belts and lifts. Each piece of checked luggage is weighed, photographed, x-rayed and scanned through radiation portal monitors. Pictures of the checked luggage appear on a CBP officer's screen during a traveler's primary inspection.

CBPO Janet Hensley, of the CBP Montreal Pre-Clearance Station, demonstrated for Cherry, McClenny and the assembled media how easily the baggage system can retrieve checked baggage for a CBP secondary inspection.

Hensley scanned the bar code on each "traveler's" boarding pass and moments later an elevator behind the inspection table opened to reveal the passenger's luggage. She then recoded the scanner and the luggage disappeared behind the elevator



★ The new Montreal terminal is more efficient in passenger processing, safety and security and baggage management.

doors and was returned to the baggage handling system.

Maria Melnick, CBP Port Director for Montreal Pre-clearance, likes that the new baggage handling system eliminates the need for CBP officers to lift and handle bags, thus reducing the potential for officer injuries. She also likes its security feature.

“The bags have been security screened for radiation and explosives prior to being handled by CBPO’s,” said Melnick.

Another significant change is the location of CATSA security screening in passenger processing. Previously, travelers processed through CBP first, then cleared CATSA security screening before heading for their departure gate. This flow posed safety and security concerns for CBP officers. The new terminal remedies that concern.

“All passengers and their carry-on items are now screened for weapons and other dangerous items prior to being processed by a CBPO,” said Melnick. “This reduces the risk, even though remote, of a suicide bomber or a person with a gun or knife attacking U.S. personnel.”

CBP initiated pre-clearance agreements more than 50 years ago in Toronto, and today, CBP operates 15 pre-clearance

stations in five partner nations – Aruba, Bahamas, Bermuda, Canada and Ireland.

These agreements streamline cross border processing, reduce congestion at our nation’s ports of entry, and facilitate legitimate travel. The pre-clearance inspection in the host nation is similar to what a traveler would experience upon their arrival to a U.S. port of entry, meaning that the traveler will undergo customs, immigration and agriculture inspection, as necessary.

Collectively, more than 500 CBP officers and agriculture specialists inspected nearly 16 million passengers and crew who departed for the U.S. aboard 210,000 airplanes, vessels and trains during fiscal year 2008.

In Montreal, airport officials celebrated the spectacular new terminal’s opening in grand style with bouquets of red, white and blue balloons festooned at check-in counters, musicians roving about the terminal, and airport employees passing around coffee and gift coupons.

“Opening day was exciting,” said Melnick. “It’s not every day that you get to see a brand new multi-million dollar terminal open.” ■ *By Steve Sapp*



★ Travelers process through CBP Primary at the new U.S. Departures terminal at Montreal’s Pierre Elliott Trudeau International Airport on Aug. 19, 2009. (Photo courtesy of Frederick Wallace, Aeroport De Montreal)

Olympic Coordination Center

Established in Bellingham, Washington

The 2010 Winter Olympics will be held in Vancouver, British Columbia, Canada February 12-28. Because the city of Vancouver is just 30 miles from the U.S.-Canada border, there is expected to be a surge of traffic and activity in the state of Washington as tourists flock to the games from nearby Seattle and across the Pacific Northwest.

The Olympics Coordination Center (OCC) was established to facilitate communications among federal, state, local and tribal authorities during the 2010 Olympic Games. The OCC is located near the Bellingham International Airport, 20 miles south of the port of entry at Blaine, Wash., in a newly-constructed 18,000 facility.

The new facility was designed to coordinate intelligence and information sharing capabilities, situational awareness, and to report on events, and activities of federal, state and local entities impacted by the 2010 Winter Olympics and Para-Olympic Games.

The OCC provides a critical mechanism to coordinate equipment, personnel, procedures and communications across multiple agencies with operational responsibility for incident management activities related to the Vancouver Winter Olympics.

Initial testing of the OCC functionality took place July 31-August 9 during the 2009 World Police and Fire Games, which was also held in and around Vancouver.

The new facility was built with the future in mind as it can be placed into service when any coordinated emergency response is required.

Housing accommodations are located close to the OCC and can support short-term emergency deployments.

The OCC also provides a modern communications platform, offers individual



★ Secretary of the Department of Homeland Security Janet Napolitano cuts the ribbon at the new Olympic Coordination Center in Bellingham, Washington.

agencies an easy interface with this platform, and supports the use of proprietary infrastructure to connect with the legacy agency's systems.

Preparations for the Olympics have been in the works for years. In late 2004, Washington State Governor Gary Locke established a group to coordinate regional preparations for the 2009 World Police and Fire Games and 2010 Olympics and Paralympics Games.

CBP's Office of Field Operations, Seattle Field Office is spearheading efforts to ensure an integrated DHS and CBP security capability for the games. Component agencies have established recurring bi-monthly meetings to coordinate planning and resources. In January 2009, executive

leadership and staff from various DHS organizations met in Blaine to coordinate preparations and operational plans. Agencies represented include all three CBP components, Immigration and Customs Enforcement, and the U.S. Coast Guard.

Numerous federal, regional, state, and local agencies on both sides of the border have been meeting quarterly since 2003. U.S. Customs and Border Protection's Office of Field Operations, has the operational lead for CBP.

The Seattle Field Office and Blaine port management meet regularly with intelligence and security partners from Canada to maintain situational awareness about the Canadian preparations for the 2010 Games. ■

By Jason McCammack

CBP Announces Changes for Commercial Frequent Traveler Program Members

U.S. Customs and Border Protection recently announced that members of its Free and Secure Trade (FAST) program will not be able to use their old FAST cards in passenger lanes effective January 5, 2010.

CBP has been issuing new cards for current FAST members since March 16. The new cards have enhanced security features that allow U.S. citizen cardholders to comply with the documentary requirements under the Western Hemisphere Travel Initiative (WHTI). All members are requested to activate their new cards using the Global Online Enrollment System within 30 days and destroy their old ones.

If members have not received their new cards, they should go immediately to their local enrollment center to either pick up their new card or to apply to have a new card issued, which will take approximately 10 to 14 days to receive.

All old FAST cards will be deactivated January 5, 2010. CBP officers will allow a one-time entry into the U.S. to travelers with old FAST cards, but will seize the card from the traveler and refer the member to the Enrollment Center.



The Free and Secure Trade program is available to commercial drivers crossing both the northern and southern borders. Currently, the program has more than 92,000 members. ■



DHS, CBP Launch Communications Campaign for Travelers Returning from 2010 Vancouver Games

CBP recently launched an outreach campaign reminding travelers that they will need approved travel documents to enter the United States when returning from the Vancouver 2010 Olympic Winter Games.

The Western Hemisphere Travel Initiative was implemented June 1 at land and sea ports of entry, requiring travelers – including U.S. and Canadian citizens – to present an approved travel document to establish identity and citizenship when entering the United States. The approved documents include a passport, a U.S. passport card, a NEXUS, SENTRI or FAST trusted traveler program card, and a state- or province-issued enhanced driver's license.

U.S. and Canadian citizen travelers under age 16, or under age 19 traveling in a

school or other official group, need present only a birth certificate as alternative proof of citizenship for entry into the United States.

The communications campaign was developed with the cooperation of the United States Olympic Committee and features U.S. Olympic hopefuls preparing for the Vancouver 2010 Olympic Winter Games including Keauna McLaughlin and Rockne Brubaker, pairs figure skating; Billy Demong, Nordic combined; Hannah Teter, snowboarding; and Shani Davis, speedskating. The campaign will include advertising in local and national print, TV, radio and online media.

“The communications campaign tied to the upcoming Vancouver 2010 Olympic Winter Games demonstrates our commitment to continuing to educate travelers on WHTI

travel requirements,” said former CBP Acting Commissioner Jayson P. Ahern.

“Even though WHTI was successfully implemented and compliance rates continue to be high, it is important that we continue to promote the use of RFID-enabled documents when crossing the land border into the U.S.”

WHTI document requirements for air travel have been in effect since January 2007. Almost all travelers flying back to the United States need to present a passport or NEXUS card.

WHTI is the joint Department of State and Department of Homeland Security plan that implemented a 9/11 Commission recommendation to establish document requirements for travelers entering the United States who were previously exempt, including citizens of the U.S., Canada and Bermuda. ■

CBP Attaché James Dozier



★ CBP Attaché James Dozier (retired) (left) with Julius K. Kipng'etich, Director of Kenya Wildlife Service.

CBP's Office of International Affairs has men and women stationed around the world as CBP Attachés. On Sept. 23, James Dozier completed his assignment as CBP Attaché to Kenya. Frontline interviewed Dozier to shed some light on the role of CBP attaches and how the work they do far from U.S. borders expands America's zone of security.

Tell us a little bit about your career with CBP and how you came to be a CBP Attaché.

I have a long history with the Customs Service. I worked for 24 years as a special agent with legacy Customs and when we had the change it became Immigrations Customs Enforcement (ICE). I retired in April 2006 and saw the advertisement for a CBP Attaché on the USAJOBS Website. With my background, I felt I would do well in the position.

Your job as a CBP Attaché may be new to many of our readers. Explain the responsibilities of your position and your role in Kenya.

The main responsibilities for my office in Kenya deals with all issues involving port/border security. That is the airports, seaports and the land border environment. We work very closely with U.S. Embassy agencies, but for the most part with my government of Kenya counterparts. I actually work with 16 different government of Kenya agencies addressing those type issues from a capacity-building standpoint — assisting these agencies in meeting certain specifications and qualifications on land border, seaport and airport security.

How does the work you're doing in Kenya push America's zone of security beyond our borders.

Customs and Border Protection is probably one of the best kept secrets in U.S. government, as far as what we do from an international perspective. It's a natural fit for us. When you talk about CBP, what are we doing? We're protecting the homeland. We're the frontline as far as people entering the country, cargo, etc. We're the first line of defense for that. The bottom line is that's what we bring to the table when we're working in the international environment. Were working with the [Kenyan] customs service, the Kenyan immigration, the Kenyan administration police, Kenyan

airport authority, the Kenyan civil aviation authority, Kenyan port authority, Kenyan maritime authority — I could go on — but we work with all these different agencies to address counterterrorism type issues and also to enhance their border security.

One of my primary missions [as CBP Attaché] is to assist Kenyan Customs in their efforts to meet the requirements set by the World Customs Organization (WCO). Kenya is a member of the WCO, but they are not meeting the standards and specifications required by the WCO Framework of Standards to ensure global trade. My office has been tasked to work with them to assist them in meeting those standards. Over the past two-and-a-half years we provided 18 different training [sessions], where CBP subject matter experts come over and teach courses on topics like land border interdiction enforcement, as well as airport and seaport interdiction enforcement. [We also had courses on] post-audit policy and procedures and people have come over to work with them on their intelligence analyst program — things like risk management and targeting policy and procedures and identifying fraudulent documents.

At about the time I arrived in the country, Kenya was just moving to a computerized system for entering merchandise coming into the country and we've had experts come over to assist them with [those procedures].

We brought a delegation of Kenyan officials over [to the U.S.] where they had a chance to stop by the National Targeting Center to see how that works. Based on that trip, the [Kenyan] commissioner of customs created a national targeting center here in Kenya — basically adopting our best practices and how we operate in that environment. We've also sent [Kenyans] back to the CBP Canine Enforcement Academy in Port Royal, VA. We had about five of their officers trained, three as dog handlers and two as instructors, in how we operate in our canine enforcement program. They also ended up procuring three dogs for their canine enforcement program.

What is normal day like for in Kenya and what skills do you need to succeed in your role as an Attaché?

I'm a member of four different working groups and each has meeting to attend with the embassy. There is the Counter-Terrorism

Working Group, the Coastal Security Working Group, the Rule of Law Working Group and also once a week I attend country teams where the head of each agency briefing the embassy front office and the ambassador on our office's activities.

I'm constantly meeting with different head of agencies from the government of Kenya. A lot of our success depends on developing personal relationships with people from the different [Kenyan] agencies. When people see that you have their best interest [in mind] and that you're professional and once they see what you can bring to the table, they will give you the cooperation you need to be successful. You have to sell yourself and you have to develop those personal relationships.

My lifeline and my primary contact is my desk officer at CBP's Office of International Affairs and I also have a supervisor there. But the U.S. Ambassador to Kenya is also my supervisor. The ambassador reaches out to my office on a regular basis about anything dealing with port/border security issues. For example, if he needs something addressed or if someone from the front office needs to make a visit to the port, I'm tasked to reach out to my contacts within the Kenyan Port Authority or Kenyan Customs to set that up.

What accomplishments are you most proud of and what will you miss about your time in Kenya?

"We were able to donate inspection equipment, contraband enforcement kits, a number of different things to Kenyan Customs and they were able to use that equipment in the training we provided. [Since then] they've made a number of significant seizures. Based on the equipment we donated and the subject matter experts we brought over for training, they've been able to make these significant seizures. They've had drug seizures and intellectual property rights, for example. One of the [Kenyan] individuals who went through our training for risk management and targeting and this individual identified 40 containers, believe it or not, that ended up being seized due to trade fraud."

"They gave us credit for it. They said, 'James, this is what we learned in the risk-management targeting course. We basically adopted those practices and principles and we implemented them in our program and because of that we were able to catch these 40 containers coming in.'"

I'm going to miss the people and I'll miss the great relationships and friendships I've developed. ■

CBP, ICE, ATF Meet in San Diego to Discuss New Enforcement Initiatives

Officials from Customs and Border Protection, Immigration and Customs Enforcement, and the Bureau of Alcohol, Tobacco, Firearms, and Explosives recently during a two-day conference in San Diego.

The purpose was to jointly come up with new enforcement initiatives along the southwest border to thwart those persons and criminal organizations involved in violent crime. To do so, participants split into working groups based primarily on geographic locations. Each group discussed potential new initiatives, or enhancements to existing initiatives, and developed plans for implementation.

The conference, held November 3 - 4, featured remarks from ICE Assistant Secretary John Morton, Acting ATF Director Kenneth Melson and CBP Acting Deputy Commissioner David Aguilar.

Local media reported on the conference, particularly commending recent successes interdicting southbound weapons and cash. Reporters noted that ICE and CBP officers assigned to

the southern border seized more than \$40 million in illicit cash from mid-March through the end of September, nearly double the amount intercepted during the same period in fiscal year 2008.

Media also reported that from July through September 2009, ATF seizures of illegal firearms along the border increased by

more than 65 percent compared to the three previous months and that weapons seizures by ICE and CBP officers in the border region are also up. (In the last six months of fiscal year 2009, ICE and CBP officers recovered nearly 600 illegal weapons, up more than 50 percent compared to the last six months of fiscal year 2008.) ■



★ CBP Acting Deputy Commissioner David V. Aguilar speaks during a media availability with Acting ATF Director Kenneth Melson (left) and ICE Assistant Secretary John Morton (right).

STOP AND THINK!



Visit www.CBP.gov for agriculture requirements before your trip!

For more information you may also visit the APHIS Plant Protection and Quarantine website at www.aphis.usda.gov/ppq.

WE UNDERSTAND WHY YOU MAY WANT TO BRING A BIT OF BEAUTIFUL MEXICO TO THE UNITED STATES, BUT BE AWARE THAT THERE ARE CERTAIN ITEMS YOU CANNOT BRING ACROSS THE BORDER. SO BEFORE YOU TRAVEL, VISIT THE U.S. CUSTOMS AND BORDER PROTECTION'S WEBSITE FOR MORE INFORMATION ABOUT AGRICULTURE REQUIREMENTS.

CAUTION:

**YOU MUST DECLARE
ALL MEATS, FRUITS,
VEGETABLES, PLANTS,
SOIL OR ANIMAL OR
PLANT MATERIAL
PRODUCTS.**



CBP

San Diego Air and Marine Branch

Hosts Interoperability Exercise with Coast Guard, CBP

The San Diego Air and Marine Branch recently hosted an interoperability exercise, allowing CBP's Office of Air and Marine to train with Coast Guard's special anti-terrorism unit, the Maritime Safety Security Team, and various CBP Border Patrol special operations groups, including BORSTAR, SRT, and BORTAC.

The Helicopter Rope Suspension Techniques training included fast roping and rappelling from a static tower early in the week, followed by fast roping and rappelling during both daytime and nighttime from UH-1 and UH-60 helicopters. Pilots from the San Diego Air and Marine Branch were joined by pilots from the Tucson and Yuma Air Branches in working on the exercise, organized by Aviation Enforcement Officers from the San Diego Air and Marine Branch.

"These high-reward, specialized training evolutions with DHS law enforcement personnel develop and enhance integration as well as interoperability," said John Murphy, Director of Air Operations for CBP in San Diego. "We train to provide enforcement to meet the most demanding situations." ■



Photo by Jackie D'Zuril

★ Aviation Enforcement Officer Jed Terry briefs a group of CBP and Coast Guard agents on the day's training.

CBP P-3 Aircraft Disrupt Drug Smuggling Attempt

U.S. Customs and Border Protection and its interagency partners disrupted a maritime smuggling attempt Nov. 30, arresting three Colombian nationals and recovering 26 bales of cocaine weighing 518 kilograms or close to 1,140 pounds.

A pair of aircraft from the Corpus Christi P-3 Operations Center patrolling the open waters in the Eastern Pacific detected an illegal watercraft traveling in the Gulf of Curica.

A Long Range Tracker identified the illegal watercraft as a two-engine go-fast. The crew vectored a U.S. Coast

Guard unit to the location to effect the disruption. Suspects aboard the go-fast began dumping bales of cocaine into the ocean and then jumped in the water. The three suspects and the bales of cocaine were recovered and turned over to Panama authorities.

"We are actively patrolling the Eastern Pacific Ocean looking for illegal or suspicious activity and our efforts have been very successful," said Lothar Eckardt, director, P-3 Operations Center-Corpus Christi. "This disruption demonstrates the effectiveness of our intra agency." ■



LEEK-Y Shipment Discovered

A shipment of leeks, cauliflower, kale and green onions arrived at the Calexico, Calif. facility and underwent a tailgate examination. During the inspection of the vegetables it was discovered that the leeks still had soil on them. The shipment was refused entry and no discrepancy was found on the other commodities. Leeks are a commodity approved for the National Agriculture Release Program. The broker was notified that the shipment was to be re-exported and an Emergency Action Notification number was issued. ■

CBP Makes Important Pest Discovery

U.S. Customs and Border Protection (CBP) agricultural specialists at the Houston seaport discovered three hitchhiking insects that according to U.S. Department of Agriculture (USDA) is the first time nationally they have been found in the United States.

The insects were stowaways in several shipments of tile from Italy.

“CBP agriculture specialists actively inspect cargo and produce shipments for foreign pests and disease that has a potential to attack our nation’s agriculture and natural resources,” said Jeffrey O. Baldwin, director Field Operations, Houston field office. “CBP’s highly trained and dedicated agriculture specialists continue this

important work created by congress in 1912 to protect our nation’s agriculture. Texas and Oklahoma are critical agriculture production states, and it is CBP’s job to protect their crops from invasive and injurious pests and diseases.”

The USDA identified these agriculture pests on October 21 as *Ceralaptus gracilicornis*, *Chorthippus albomarginatus*, and the *Kervillea conspurcata*. The insects are a grasshopper, green stinkbug, and a small brown plant hopper. Even though they are common names, these specific species do not reside in the U.S. and are harmful to crops and plants.

A moth was also found during agricultural inspections, which was later

identified as another agriculture pest, *Emmelia trabealis*. USDA determined this interception as being the second time this insect was found nationally. The first record of this pest interception was in Houston in July 2007. This insect is also harmful to crops.

The shipment was fumigated and released to the importer.

CBP employs agriculture specialists to inspect cargo, conveyances, personal goods, and individuals arriving into the United States at every major international airport, seaport and land border ports of entry. CBP agriculture specialists screen and inspect imported products in order to prevent the introduction and establishment of harmful pests and diseases. ■

CBP Agriculture Specialists Intercept Fruit with Citrus Black Spot

U.S. Customs and Border Protection agriculture specialists at the Portal, N.D., port of entry have intercepted citrus fruit infected with a serious plant disease.

On two occasions in October, CBP agriculture specialists intercepted mandarin oranges that were infected with citrus black spot disease from travelers in vehicles arriving from Canada. The travelers were destined to Sun Belt states, where citrus industries could be devastated by the introduction of this disease.

Citrus black spot, formally known as *Guignardia citricarpa* Kiely, is an invasive plant disease not yet present in the U.S. It is considered to be one of the most important diseases of citrus in the world. Establishment of black spot in the U.S. could severely impact domestic citrus production and devastate export sales. The fungus

causes lesions that make the fruit unsuitable for the fresh fruit market and can cause extensive premature fruit drop that reduces yields of fruit for processing.

The interceptions at Portal emphasize the importance of agriculture inspections at the Canadian border. There are many types of fresh fruit, vegetables and live plants that may legally enter Canada from tropical and sub-tropical areas of the world. Mandarin oranges are one example. These same items are not allowed into the United States because they can harbor plant pests and diseases that could severely impact US agriculture.

“These are significant interceptions by our CBP agriculture specialists in Portal.” said Mary Delaquis, Pembina area port director. ■

“Christmas Oranges” not Going South with the Snowbirds

U.S. Customs and Border Protection’s Office of Field Operations officers and agriculture specialists along the northern border historically intercept large quantities of Mandarin oranges in the luggage of travelers headed south during the holiday season. These oranges are commonly called ‘Christmas oranges’ in Canada and are a traditional gift during the Christmas season.

Two of the ports that held special operations were Sweetgrass, Mont. and Portal, N.D.

The port of Sweetgrass, Mont. launched operation Oh My Darling Clementine resulting in the interception of quarantine materials in 59 percent of the vehicles inspected there. Almost half of the interceptions were citrus products, primarily Mandarin oranges from various Pacific Rim countries. Ninety percent of the vehicles carrying the fruit were traveling to destinations that are considered high risk for the introduction of citrus pests.

Operation Sub-Zero was conducted at the port of Portal, N.D. for two weeks starting December 28, 2008. That operation resulted in 80 seizures of quarantine materials from 31 of the 160 vehicles inspected. Nearly all of those interceptions

were citrus products, again primarily Mandarin oranges from Asia. Three quarters of the vehicles carrying the fruit were traveling to destinations considered high risk for the introduction of citrus pests: Texas, Florida and Arizona. ■



Border Busts



Border Patrol Seizes \$3 Million in Marijuana Stashed in Shed

Rio Grande City, Texas — U.S. Border Patrol agents assigned to the Rio Grande City Station in

Texas seized 3,762 pounds of marijuana recently.

Border Patrol agents on patrol near La Casita, Texas, observed two suspicious males standing near a shed just north of the Rio Grande river. When the agents approached the men to perform an immigration inspection, the men fled. The agents detected a strong odor, what they suspected to be marijuana, coming from the shed. A search of the structure revealed 60 bundles of marijuana stashed inside.

The marijuana has a cumulative street value exceeding \$3 million. The Drug Enforcement Administration assumed custody of the narcotics and continues to investigate the incident.



California CBP Finds Marijuana in Stuffed Cooler, Traffic Cones

San Diego — U.S. Customs and Border Protection officers at the San Ysidro border crossing recently found marijuana hidden in a cooler, traffic cones, and box of roofing shingles in the bed of a utility truck attempting to enter the United States.

On Sept. 28, at about 2 a.m., a 43-year-old male U.S. citizen, and resident of San Fernando, Calif., driving a white Chevy utility truck attempted to enter the United States at the San Ysidro port of entry.

CBP officers referred the driver and truck for a more intensive inspection, and discovered anomalies in the truck's cargo area after a gamma-ray screening. During a subsequent screening, a narcotic detector dog also alerted to the truck bed.

Officers discovered a total of 68 packages of marijuana hidden in various items lying in the truck bed. Officers found packages in a cooler; six tall, skinny, orange traffic cones; and six boxes of roofing shingles. The 168 pounds of marijuana are worth an estimated \$100,000.

CBP officers seized the truck and narcotics and turned custody of the driver over to U.S. Immigration and Customs Enforcement. The driver is currently at the San Diego County jail facing federal narcotics smuggling charges.



Brownsville CBP Seizes Cocaine Found in Driver's Bag of Chips

Brownsville, Texas – U.S. Customs and Border Protection officers at the Brownsville and Matamoros International Bridge discovered more than \$262,000 in cocaine hidden throughout a Dodge Stratus; one male U.S. citizen was arrested.

On Sept. 14, at the Brownsville and Matamoros International Bridge, CBP officers referred a 1998 Dodge Stratus driven by Robert Andrew Quiroga, a 63-year-old U.S. citizen and resident of Corpus Christi, Texas, for a secondary inspection. In secondary, CBP officers discovered an unusually heavy potato chip bag containing a tightly wrapped package full of cocaine.

CBP officers' examination of the driver also revealed another package found in his coat pocket. "Jack Hammer," a narcotic detector dog, further alerted officers to the odor of narcotics emanating from within the interior of the Dodge Stratus.



Santa Teresa CBP Officers Make Largest Cocaine Seizure in 5 Years

El Paso, Texas – U.S. Customs and Border Protection officers working at El Paso area ports of entry made one

cocaine and several marijuana seizures recently. CBP officers confiscated a total of 53 pounds of cocaine and 1,156 pounds of marijuana. "This is the largest cocaine seizure CBP officers at the Santa Teresa port of entry have made in more than five years," said Ana Hinojosa, U.S. Customs and Border Protection director of Field Operations in El Paso. "Despite exceptionally heavy traffic on Saturday, CBP officers remained focused on their mission and were able to stop a sizeable drug load from entering the U.S."

The Border Patrol Academy Celebrates 75 Years



★ The staff of the first Border Patrol Training School at Camp Chigas in 1935. Camp Chigas was located on Cordova Island, a strip of land north of the Rio Grande. Camp Chigas is part of a land parcel that was returned to Mexico. The Training School building still stands and is located in Juarez. Courtesy of the U.S. Border Patrol Academy.

Five years ago on October 20, 2004, former CBP Commissioner Robert C. Bonner welcomed the recruits of Class 583 to the Border Patrol Academy in Artesia, New Mexico. While this class was reporting to a new facility, they were actually continuing a tradition that predated the Artesia academy by 70 years.

The Border Patrol established its first training program for its corps on October 16, 1934, at Camp Chigas in El Paso, Texas, as the El Paso District Training School. The initial class, which numbered over 30 men, began on December 3, 1934. Their course

of study included immigration law, Spanish, citizenship, fingerprinting and the duties of patrol. Recruits spent four hours a day in class. They also devoted three afternoons to marksmanship and horsemanship. By the graduation of the first class in March 1935, the program had been renamed the Border Patrol Training School.

The training facility for Border Patrol agents remained at Camp Chigas in El Paso until 1951. From 1951 through 1960, the program shifted across five different locations in the southwest until in July 1961, when the Border Patrol Academy moved to Los Fresnos, Texas. It remained

in Los Fresnos until 1977. That year saw the conclusion of negotiations with the Federal Law Enforcement Training Center (FLETC) that resulted in the move of the academy to the FLETC location in Glynco, Georgia.

At FLETC, the academy's specialized training was combined with FLETC's general police courses. By March 1977, 130 Border Patrol students were working their way through a specialized curriculum that "... meld[ed] Spanish and immigration law" with FLETC's program.

However, the Border Patrol's growing needs required the expansion of its training beyond the Gynco facility. In cooperation



★ Throughout the 1930s, students are taught Morse Code at the Training School since Border Patrol vehicles did not have two-way radios until 1936, and even then not every car was equipped. Agents were given a portable Morse Code transmitter. The transmitter would be attached to an antenna that had to be assembled and attached to the vehicle. Also, Morse Code boxes were deployed at various sites along the border for agent use. Courtesy of the U.S. Border Patrol Academy.



★ A course outline for firearms instruction prepared by Charles Askins, Jr., in the 1930s states that the class goal is “to train the officer in the use of the pistol that he may realize his and the weapons potentialities under all circumstances.” The firing range, which was located close to the present day El Paso Border Patrol Sector Office on Montana Avenue, no longer exists. Courtesy of the U.S. Border Patrol Academy.



★ Students perform calisthenics. Courtesy of the U.S. Border Patrol Academy



★ A.H. Hudson instructs a class on immigration law in early 1935. A subsequent memorandum dated November 21, 1937, describes the course as starting with a “thorough study and drill in the provisions of the law” with “advanced problems in exclusion, deportation and prosecution . . .” given for advanced study. Courtesy of the U.S. Border Patrol Academy.

with FLETC, the Border Patrol established and maintained a temporary training facility at Ft. McClellan in Alabama from 1988 to 1989. The increased demands led to an appropriation in fiscal year 1989 to FLETC for the purchase and renovation of the former Artesia Christian College in Artesia, N.M. The following year, FLETC, along with Border Patrol, moved part of its training to Artesia. In 1996, further expansion of training was done at facilities located at the former Charleston Naval Base in South Carolina. Four years later the CBP Border Patrol Academy consolidated its training at Artesia.

Today, the Border Patrol Academy combines state of the art training with important links to history. Like the original course of study, the academy’s curriculum still contains Spanish language instruction, but in a course that uses modern methods. The 8-week task-based language program focuses on critical Border Patrol-specific tasks. Soon after arriving for basic academy training, all interns’ language abilities are assessed, and those who fall below a benchmark score are assigned to Spanish class that follows their successful completion of the 55-day program while proficient Spanish speakers report directly to their duty

stations to begin post academy training.

In October 2008, the academy developed an innovative program that links recruits to Border Patrol agents from the past. The academy’s “Silent Partner” program assigns newly hired interns “a silent partner” drawn from the ranks of the fallen. The intern is responsible for knowing their partner’s name, duty location and details of his/her last watch. The program teaches vigilance, integrity and honor by outlining the ways that agents have died and the many sacrifices that agents have made. It is another way that tradition is used to teach recruits and maintain high standards of service. ■ By *David McKinney*

BORDER WARS DEBUTS on National Geographic Channel

Photo by Kevin Cunningham,
National Geographic Television & Film



At a time when securing the nation's border is critical for the United States, a new documentary series, *Border Wars*, is now airing on the National Geographic Channel. The series, which debuted on January 10 with the highest ratings of any series premiere in the network's history, according to the channel, will give viewers an inside look at U.S. Customs and Border Protection, the federal government's frontline of national defense.

Each week, on Monday nights at 9 p.m., the American public will be able to see a range of CBP officers in action, how they do their jobs, and why their work is vital to the security of the country. All of the footage in *Border Wars* is authentic. None of the scenarios were fabricated and no actors were used.

Instead, the series producer Nicholas Stein, one of the former field producers of the ABC-TV reality series *Homeland Security USA*, and a National Geographic film crew were embedded with teams from CBP's offices of Border Patrol, Air and Marine, and Field Operations. "Nothing was rehearsed, planned or staged," said Stein. "Everything we filmed is completely real and true. We were deeply embedded with all branches of CBP and what they saw and dealt with, we documented."

During the first four of the one-hour episodes, all of which were shot in the rugged, desert terrain of Nogales, Ariz. over a six-week period, CBP officers and agents race to save illegal immigrants from possible death in the desert heat, uncover a smuggling strategy involving children, and seize the largest cache of heroin in the history of the Nogales port

of entry. From skilled agents tracking illegal immigrants on foot to air interdiction pilots in Blackhawk helicopters chasing drug mules in the dead of night, the series goes behind-the-scenes, showing the challenges and dangers of working on the U.S.-Mexico border.

"CBP is a fairly new law enforcement agency. Outside of border areas hardly anybody knows who we are and what we do," said Bill Anthony, U.S. Customs and Border Protection's director of special projects. "President Obama has asked U.S. government agencies to be transparent, and this series is a good way for our agency to let the public know how we fulfill our mission and what kind of people our employees are."

The current *Border Wars* series was inspired by another one-hour program by the same name. The original show, which exclusively focused on the Border Patrol, aired nearly two years ago on the National Geographic Channel. The program garnered such high ratings that in March 2009, the television network's executive producer, Kim Woodard, approached CBP officials about producing another four episodes.

Rather than concentrating solely on the Border Patrol, CBP's Anthony saw the value of featuring the agency as a whole. "After awhile chasing bad guys along the border tends to be repetitive," he said. "Featuring all of the operational offices opens the way for a potential series."

To date, eight, one-hour segments have been completed, and depending upon viewer interest, an ongoing series could be developed. The second set of four episodes were filmed in and around San Ysidro, California, located in

the southernmost part of San Diego County. Set in an urban sprawl, San Ysidro presents viewers with a sharp contrast to the isolated desert of Nogales.

"Nogales is an historic smuggling town, going back to the Prohibition Era," said Stein. "It's very difficult to defend. It's wide open. There are many canyons and mountains. It's also a small town," he said. "A lot of people are sympathetic to the smuggling way of life on both sides of the border. It presents a tremendous challenge for all branches of CBP."

On the other hand, San Ysidro, the nation's busiest land port, is located between two major urban centers, San Diego and Tijuana. "It's one of the first areas that the U.S. Border Patrol really concentrated on even before CBP was established," said Stein.

"Today, there is a significant amount of technology, manpower, and fences there. But San Ysidro still presents difficult challenges partly because some of the people crossing the fence are hardened criminals and gangbangers. They've been through the California penal system, been repatriated to Mexico, and then try to come right back over the fence to San Ysidro."

According to Anthony, watching the series has value. "It's important that people know the kind of men and women who are protecting our country and how well their tax dollars are being spent. If the American people know how hardworking, professional, and well-trained CBP employees are, they will rest easier," he said. "They'll know that these dedicated men and women are working for them to secure all of the borders and ports of entry around the United States." ■

By Marcy Mason

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*Le pedí a Dios
que me ayudara a
salir de mi país
y el diablo me escuchó.*

 **NO** te
engañes

**TÚ PUEDES SER VÍCTIMA
DE LA TRATA DE PERSONAS**



U.S. Customs and
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