

# Frontline

U.S. Customs and Border Protection

★ Summer 2010



## Demystifying Duties

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Training's Best-Case Scenario -Page 20

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# CBP

Photo by James Touraille/arte



## *Lending a hand... and a lap*

When a tragic earthquake devastated the population center of Haiti, CBP was quick to provide supplies and humanitarian aid. But CBP's best also deployed to several airports in Florida to see that refugees and orphans were comforted and welcomed to the U.S.

# SUMMER 2010

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CBP officers board and prepare to inspect a cargo ship at the Port of Baltimore, MD

Photograph by James Tourtellotte



# ALAN BERSIN APPOINTED CBP COMMISSIONER

Employees of U.S. Customs and Border Protection welcomed the arrival of Commissioner Alan Bersin March 30, following his appointment by President Obama. Commissioner Bersin oversees the operations of CBP's 57,000-employee work force and manages an operating budget of more than \$11 billion. CBP's mission is to protect the nation's borders at and between the ports of entry from all threats while facilitating legitimate travel and trade.

"I believe CBP's strength is based on the diligence, dedication, and patriotism of our people," said Commissioner Bersin. "I am delighted to be at the helm of such a superb organization and look forward to getting to work."

Bersin is CBP's third commissioner following former Commissioners Robert C. Bonner and W. Ralph Basham. Former Commissioner Bonner was the first commissioner at CBP's inception March 1, 2003.

CBP's operational offices include the Office of Field Operations, the U.S. Border Patrol, the Office of Air and Marine and the Office of International Trade. CBP oversees operations at 327 air, land and sea ports of entry and along 7,000 miles of border with Canada and Mexico as well as 2,000 miles of coastal waters surrounding the Florida peninsula and off the coast of Southern California. The agency also protects 95,000 miles of maritime border in partnership with the United States Coast Guard.

Previously, Commissioner Bersin served as Assistant Secretary for International Affairs and Special Representative for Border Affairs in the Department of Homeland Security. In that capacity, he served as Homeland Security Secretary Janet Napolitano's lead representative on border affairs and strategy regarding security, immigration, narcotics, and trade matters as well as for coordinating the Secretary's security initiatives on the nation's borders.



## Frontline

### SUMMER 2010

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★ CBP achieved a southern border security milestone with the completion of just under 300 miles of vehicle blockade designed to aid Border Patrol efforts in Texas, New Mexico, Arizona and California.

## 300 Miles of Vehicle Fencing Completed; Will Aid Border Patrol Security Efforts

After more than two years of planning and construction, CBP has achieved one of its major programmatic fence construction milestones: completing the 300 miles of border vehicle barriers across the four southwest border states.

Begun in October of 2007, the agency announced the official completion of the project. The final construction tally was 298.5 miles.

Vehicle fence is a type of barrier designed to prevent the passage of vehicles. Various types of vehicle fence were constructed for the project depending on

the specific operational requirements and characteristics of the area to be fenced.

The U.S. Army Corps of Engineers played a key role in the project. Because of the aggressive schedule, the Corps developed new ways to accelerate procurement, logistics, and real estate acquisition, sometimes changing the Corps' previously-accepted business practices to accommodate project requirements.

"The completion of the project is a credit to those who worked on it," said Loren Flossman of the Border Patrol. "From those individuals within the project team to everyone at the Army Corps,

the contractors, the military units, and especially our primary business partner, the Border Patrol... everyone played a role in making this project a success."

This effort was divided into 30 individual projects that were constructed in strategically desirable locations, as determined by Border Patrol's operational requirements. Based on field experience of illicit cross-border activity, local Border Patrol representatives made initial recommendations on the ideal placement of the fencing that would best aid the Border Patrol's in its primary homeland security mission. ■

## Intelligence Center Opens to Aid Border Info Sharing



A new U.S. Customs and Border Protection facility was opened March 30 to enhance information sharing across the nearly 60,000-person organization.

The Tucson, Ariz., Intelligence and Operations Coordination Center will serve as the one-stop shop for coordination and

information sharing across the operational entities within the agency, Field Operations (port security and facilitation), Border Patrol and Air and Marine. A formal ribbon-cutting event opened this first-of-its-kind facility.

"CBP has evolved as an agency created in the wake of 9/11," said Deputy

Commissioner David V. Aguilar. "The implementation of this coordination center enables CBP to transform into a more intelligence-driven organization and ensures the continuity and sustainability of national border security. This team, working with our state and local partners, will play a vital role in protecting our country and our way of life."

One of Customs and Border Protection's primary goals is to become a more intelligence-driven organization and the center will help provide real-time insight to local decision-makers and frontline officers and agents. The center establishes a location for CBP field leadership to plan and coordinate joint operations and share intelligence with CBP operational components and law enforcement and intelligence partners.

The coordination center also has the capability to serve as a principal or supplemental incident management center during natural disasters or other critical incidents in support of federal, state, local and tribal partners.

Aguilar was joined by U.S. Attorney Dennis Burke, Rep. Gabrielle Giffords and Gov. Jan Brewer at the ceremony. ■

## CBP Contributes to 'Project Deliverance'

Customs and Border Protection joined a multi-agency effort led by the Department of Justice known as Project Deliverance, which contributed to the arrest of more than 2,200 individuals on narcotics-related charges in the U.S. and more than 74.1 tons of illegal drugs seized.

CBP identified and apprehended Project Deliverance suspects entering or exiting the U.S. and intercepted illicit currency, narcotics and firearms.

"Opportunities to secure our borders are aggressively being identified on an ongoing basis through our partnerships and collaboration efforts. Building upon these relationships will be at the forefront of our priorities and strategies," said CBP Commissioner Alan Bersin.

In support of Project Deliverance, enhanced operations were conducted at all CBP ports of entry and crossings along the

southwest border, with a primary focus on the Rio Grande Valley and El Paso corridors.

More than 3,000 agents and officers from more than 300 federal, state, local and foreign law enforcement agencies operated across the U.S. to make the arrests. During the enforcement action, law enforcement personnel seized \$5.8 million in U.S. currency, 2,951 pounds of marijuana, 112 kilograms of cocaine, 17 pounds of methamphetamine, 141 weapons and 85 vehicles.

Project Deliverance, a 22-month effort, concluded June 9 and targeted the transportation infrastructure of Mexican drug trafficking organizations in the U.S., especially along the Southwest border.

The investigative efforts in Project Deliverance were coordinated by the multi-agency Special Operations Division, comprised of agents and analysts from the Drug Enforcement Agency, the Federal Bureau of Investigation, Immigration and Customs



★ Commissioner Alan Bersin

Enforcement, the Internal Revenue Service, the U.S. Marshals Service, the Bureau of Alcohol, Tobacco, Firearms and Explosives and CBP, as well as attorneys from the Criminal Division's Narcotic and Dangerous Drug Section. ■


# Demystifying Duties

*What, Why and How of CBP's Import Collections Role*

*By Marcy Mason*

For most Americans, the subject of “duties” is confusing. Few have any idea what duties are or why they





# Louisiana Purchase

★ Customs duties funded a number of U.S. government projects of historical significance including the Louisiana Purchase.

are so important. And who could blame them? The subject of duties is so complex, it's easy to lose sight of why the U.S. government collects them.

As a result, misconceptions about duties abound. Many Americans don't understand the rationale behind these tariffs or how they benefit the country. But it is important information that consumers should know, especially now, at a time when the economy is lagging.

Duties, the tariffs or taxes levied on imported goods, are a leading source of revenue for the federal government with nearly \$24 billion in duties collected by CBP and deposited in the U.S. Treasury during fiscal year 2009.

"Most people aren't aware when duty has been charged to a particular product," said Assistant U. S. Trade Representative for the Office of Textiles Gail Strickler. "They don't have a sense of what part, if any, of

what they're paying for is incurred from duty on a product."

There's also confusion about who pays duties. "Some people think that duties are charged to the countries we import goods from," said Strickler. "For instance, they think that we're making the people of Cambodia pay duty to the United States, which is not at all true. The people of Cambodia sell

their product to an importer, who chooses to import the goods from that country. The importer pays the appropriate duty on the product. It is never charged to the country," she said. "So, for example, if a major U.S. retailer buys cotton T-shirts that were manufactured in Cambodia and brings them into the United States to sell, the retailer or 'importer' pays 16.5 percent on that product. Ultimately, that cost is built into the price of the T-shirt and passed on to the consumer."

## A Global Classification System

Adding to the complexity are the ways in which duty rates are determined. Since 1989, the United States has used an intricate classification system called the Harmonized Tariff Schedule of the United States. The tariff schedule, which is approximately 12-inches thick and still growing, is published annually by the U.S. International Trade Commission. "It seems to get thicker and thicker every year," said Laurie Dempsey, a trade policy and program branch chief in CBP's Office of International Trade. "For each trade agreement, there are rules that are unique to that agreement and they're all included in the Harmonized Tariff Schedule."

The schedule is based on an international, standardized system for classifying traded products known as the Harmonized Commodity Description and Coding System or the Harmonized System for short. More than 200 countries and economies use the Harmonized System, administered by the World Customs Organization in Brussels, Belgium, as a basis for their customs tariffs.

Duties are applied in several ways. There are specific tariffs, ad valorem tariffs, or a combination of the two. A specific tariff is a fixed number of cents or dollars per pound,

ton or other physical unit of measure. An ad valorem tariff is a fixed percentage of the value of an imported article. (The value is the amount the importer declares as the price actually paid for the goods.) For example, a specific tariff on citrus fruit is 6 cents per kilogram and an ad valorem tax on pineapples is 2.1 percent. Cherries are an example of a product with a compound duty rate with both specific and ad valorem tariffs. For cherries, the compound duty rate is 99 cents per kilogram plus 6.4 percent.

Textiles and footwear have some of the highest duty rates in the Harmonized Tariff Schedule. But these rates can vary widely. For example, men's shirts made of cotton, wool or manmade fiber range in duty from 8 percent to 25 percent. The duty rate for men's shirts made primarily of silk, however, is only 1.1 percent. Duties on footwear, with the exception of ski boots, can be as high as 48 percent. Then there are specific items such as blankets that also have a wide range. Electric blankets, for example, are subject to 11.4 percent duty while wool blankets are duty-free.

A watch is one of the most complex items to classify. CBP import specialists, who appraise and classify goods, assess everything from whether the watch has an automatic winding mechanism to how many jewels are in the movement piece to the type of strap the watch has. "The duty is different for each piece of the watch," said Dempsey. "There's a percentage duty on some things and a specific duty rate on others. An import specialist needs to know the values of all of those factors to figure out what the duty rate is," she said. "At first glance, classification can seem mind-numbingly detailed, but it's important because everything hinges on that classification."

## Trade, Not Aid

Trade agreements are another factor that comes into play when determining duty rates. The U.S. gives favorable trade agreements to countries for many reasons. In some cases, the U.S. is seeking political cooperation or wants to help a country's economy or its people. In other instances, the agreement may be with a country that shares similar values, and facilitating trade with that country would be mutually beneficial.

The scope of trade agreements varies. Bilateral trade agreements are between two countries. Multilateral agreements are among

several nations. Sometimes multilateral trade agreements are regional. An example of a regional free trade agreement that is currently under consideration is the Trans-Pacific Partnership. This agreement is intended to facilitate U.S. trade with seven like-minded countries in the Asia Pacific region. The countries involved in the partnership would include Singapore, Chile, New Zealand, Brunei, Australia, Peru and Vietnam.

Some agreements promote free trade with other nations. These so-called "free trade agreements" provide duty-free treatment to most products. However, the details of each agreement are negotiated by the Office of the U.S. Trade Representative, an agency within the Executive Office of the President. The United States has a number of free trade agreements including the North American Free Trade Agreement, or NAFTA, with Canada and Mexico; the Central America Free Trade Agreement, or CAFTA, with Costa Rica, the Dominican Republic, El Salvador, Guatemala, Honduras and Nicaragua; and bilateral agreements with Jordan, Singapore and Chile to name a few.

The United States also is involved in trade preference programs, which have been legislated by the U.S. Congress to assist the economies of developing countries. These agreements provide duty-free access to U.S. markets for certain goods. The

African Growth and Opportunity Act, which was signed into law in May 2000, is a trade preference agreement that was established to foster the economies of sub-Saharan African nations and to improve economic relations in the region. The agreement provides duty-free access to the U.S. market for wearing apparel from more than 30 eligible African nations including South Africa, Rwanda, Uganda, Ethiopia, Kenya and Mauritius.

Similarly, in 1997, Congress authorized another preference program to increase



★ A bulk shipment of cocoa beans from the Ivory Coast arrives at the port of Philadelphia. Whole cocoa beans are duty-free while cocoa powder and cocoa mixtures containing sugar have tariffs ranging from 10 percent of the shipment's value to 33 cents per kilogram.

prosperity in the Middle East. The agreement established Qualifying Industrial Zones that house manufacturing operations in Jordan and Egypt. Goods produced in these special free trade zones are part of a trade agreement between the United States and Israel. To qualify, goods produced in these zones must contain some Israeli input.

Instead of supplying foreign aid to countries, nations are given an opportunity to trade with the United States. When people are gainfully employed and see their country's overall economy improving, it spills over into other areas. Economic aid of this sort promotes peace and provides a preventative measure against terrorist activity in susceptible regions.

The effects of trade agreements also trickle down to the consumer level. "It helps consumers to know why products come from the countries they come from, especially with apparel," said Strickler. "Someone may look at a label inside a pair of jeans and see that they're made in Jordan and think, 'Why would a company be making garments in Jordan?' The reason," she said, "is that we have a free trade agreement with Jordan, and if that garment were made in a country that wasn't part of an agreement that allowed for

free trade access, it could cost the importer more for that same item. Therefore, the company chooses to make the jeans in Jordan. The same is true for a lot of products that come from Morocco, and recently Congress enacted the *Haiti Economic Lift Program* (HELP) to help the country recover from the devastation of the earthquake."

### A U.S. Economic Engine

Historically, duties have been an important revenue source for the United States. America's economic growth and development have depended on duties since the country's birth. Despite the fact that the American colonies deeply resented tariffs imposed by the British, the cash-strapped, fledgling nation realized that it needed income to ensure its survival.

On July 4, 1789, the Second Act of the First Congress of the United States authorized the collection of duties, or fees, on imported goods to fund the new federal government. The Third Act of Congress established a system of tariffs on the tonnage of ships. And a few weeks later, on July 31, 1789, the Fifth Act of Congress established the beginnings of the U.S. Customs Service with customs districts, ports of entry and the machinery for collecting duties.

During its first year of operation, U.S. Customs produced more than \$2 million in revenue. For the next 123 years, until income tax legislation passed in 1913, duties collected by the U.S. Customs Service were the economic engine of the country, financing virtually the entire government and its infrastructure.

As the main source of income for the young nation, Customs duties funded a number of projects of historical significance. These included paying off the Revolutionary War debt, financing the Louisiana Purchase, acquiring the Oregon territories and the states of Florida and Alaska. Duties also financed the Lewis and Clark Expedition, the building of the U.S. naval and military academies and the city of Washington, D.C.

### Big Benefits

Today, duties continue to be one of the largest sources of U.S. revenue. Last year, \$23.5 billion in duties were collected from goods with an import value of \$1.7 trillion. Duties also provide protective measures for U.S. industries. "They attempt to level the playing field, so that U.S. industries can compete fairly," said Janet Labuda, the director of CBP's textile/apparel division in the Office of International Trade. Furthermore, duties give the United States negotiating leverage through trade agreements. "When a country is given access to 300 million U.S. consumers duty-free, it's a very, very large carrot to put out there," said Strickler.

Yet despite the benefits that duties provide, there's significant pressure on a global scale to do away with them. "There's a worldwide effort to reduce tariffs among countries," said Dempsey. Discussions at the Doha Development Round, the most recent trade negotiations held by the World Trade Organization, included a key objective to lower trade barriers around the world.

"Duties have gone down over the years," said Dempsey, noting that only 30 percent of the goods imported into the U.S. are dutiable. "The U.S. industries that are still



Photo by James Bourdelle

★ One of the roles of CBP is to assure that imports are accurately described and do not violate intellectual property rights.

competitive tend to have the higher duty-rate items such as textiles, agricultural products and some finished automotive vehicles such as trucks. But there's no hard and fast rule that says this is not dutiable and this is," she said. For example, as Dempsey pointed out, high-tech computer chips and integrated circuits typically are duty-free. "Silicon Valley produces a lot of the integrated circuits here, but they import huge quantities of them, too," she said. "It's in the best interest of American companies to have those items be duty-free."

### Revenue Collections on the Rise

Nonetheless, with the exception of last year, the volume of imports and the money collected from duties are increasing. "We're importing more," said Dan Baldwin, assistant commissioner of CBP's Office of International Trade. "If you look at the trade trends for the five previous years, they're going up." On a typical day, CBP processes \$4.7 billion in imports and collects \$81 million in duties, fees and taxes. The lion's

share of the money collected from duties comes from imported textiles. Last year, textile imports generated 46 percent or \$10.2 billion in revenue for the United States.

Compared to other countries, U.S. duties are low. "We don't charge as much duty as some countries that charge exorbitant duties on our products," said Labuda. "For example, if women's cotton blouses are shipped into the U.S. from India, the standard duty rate is 19.7 percent. But if we ship cotton blouses to India, our goods would be charged 35 percent."

The operational workings of the duty process aren't always clear to the public either. Although passengers traveling to the United States and commercial cargo shipments must both enter the country through U.S. Customs, the duty collection process is different for each. Passengers interact with Customs and Border Protection officers, who determine if the goods a traveler is bringing into the country have been declared properly. In most cases, passengers are entitled to bring in

merchandise valued at \$800 before they must pay duty. The next \$1,000 of declared goods is charged a flat rate of 10 percent of the cost of the merchandise.

"There's a certain level of basic sophistication that people should have when they travel abroad," said Labuda. "People travel overseas and think it's okay to be oblivious about duties, but it doesn't work that way. There are enough good resources for people to learn the rules and regulations. The CBP website is one of them [cbp.gov/travel]," she said. "Travelers should research the website's 'Know Before You Go' section to familiarize themselves with the procedures applicable to duties."

### Analyzing Commercial Cargo

When commercial cargo enters the U.S., a CBP import specialist is responsible for appraising the goods and determining if their value has been classified accurately by the importer. The import specialist will also verify if the amount of duty paid is correct. Importers must declare the value of their goods when the merchandise arrives at a U.S. port. They do this by presenting a document called "an entry," which has detailed information about the shipment including its value and classification.

All imported goods are screened using sophisticated targeting techniques, but only a small fraction of them are examined. In 2009, CBP examined less than one percent of the goods imported into the country for revenue purposes. "There's a whole complicated series of rules about why we examine something or why we don't," explained Dempsey. "We use risk management principles to determine what is high-risk, what we would like to look at, and what we just want to randomly look at."

After cargo is released, an importer has 10 days to pay duties on the goods and file a document called "an entry summary," which provides even more detailed information about the value and classification of the merchandise contained in the shipment. The paperwork, duties, and associated fees are collected and processed by a CBP entry specialist. However, that's not the end of the review. Import specialists then have as long as 10 months to check the shipment's paperwork to make sure that everything is classified properly. "When the import duties are high amounts, there is a greater potential



Photo by James Bourdelle

★ A CBP officer at the busiest cargo port in the nation, Los Angeles/Long Beach in California, awaits a cargo container.





★ New or used foreign made vehicles, for personal use or for sale, typically are dutiable at 2.5 percent of their value.

for fraud or other types of underhandedness,” said Dempsey. “This is the time when import specialists can review the paperwork carefully to verify that the declared value of the goods is accurate.”

But that’s not all CBP does to ensure

fiscal integrity. “We test transactions to make sure that we’re collecting the right revenues,” said Labuda. “In the mid-1990s, Congress asked U.S. Customs how we knew we were collecting the amount of duties we were supposed to collect. How did we know

that people were shipping things to the U.S. and describing them in an accurate way? So we came up with a scientific, statistical measurement system that randomly tests goods that are coming into the country.” The statistical system, known as “*compliance measurement*,” entails a physical examination of goods. “We still have a dynamic yarn and fabric manufacturing operation in the United States,” said Labuda. “So we’ll do a random check to see if a shipment that’s described as ladies’ silk blouses is really made of silk or a manmade fiber such as polyester. If we find that the blouse is made of polyester, the duty rate is close to 30 percent, considerably more than silk, which is 6.9 percent.”

Fibers are then analyzed at CBP’s Laboratories and Scientific Services Teleforensic Center to determine their content. “We do an analysis to make sure that the fibers are, in fact, silk as declared and not polyester,” explained Labuda. “People ‘mis-describe’ their products to get around paying the duties. This is one form of evasion. The other is undervaluing goods.”

CBP also conducts audits. The agency has 350 auditors nationwide who annually

review importers that have been selected based on targeted criteria or referrals.

### Preventing Predatory Pricing

Another one of CBP’s major responsibilities is law enforcement. The agency enforces laws for nearly 50 U.S. government agencies. In terms of laws that pertain to duties, CBP safeguards American companies from predatory pricing practices and, in doing so, protects the U.S. economy. CBP enforces antidumping and countervailing duty laws. These protections impose penalties on suspiciously low-priced imports to prevent unfair competition from economically harming U.S. industries.

One of the predatory practices, “dumping,” is when a country charges a lower price for a product in a foreign market than it charges for the same product in its own, domestic market. The other unfair pricing practice, “countervailing,” is when a foreign government subsidizes its exports so that they can be sold at a lower price than the product can be domestically produced and sold in another country.

“CBP has no ability as an agency to set or adjust duty rates,” said Labuda. “As an agency, we merely enforce the law by

collecting and protecting the revenue.” Duty rates, which are signed into law by Congress, can only be changed through acts of Congress or proclamations by the president. The U.S. Department of Commerce is responsible for determining rates for antidumping and countervailing duties.

Last year, one of the most high-profile examples of safeguarding U.S. industries involved Chinese passenger vehicle and light truck tires. In September 2009, President Obama issued an executive order adding a 35 percent duty to the tires so that American manufacturers could compete more fairly. Many penalties, however, are significantly higher. For example, to import fresh garlic from China, an importer must pay an antidumping duty of 376.67 percent over the standard duty rate of 43 cents per kilogram. In other words, for 300 kilograms of fresh garlic valued at \$10,000, an importer would pay \$129 in duty plus an additional \$37,667 in antidumping duties.

Perhaps one of the biggest misconceptions about duties is what happens to the money. As in earlier times, the collected funds are used to support the nation. “Duties, like tax revenue or other payments made to the U.S. Treasury, are

deposited into the General Fund, which is used to pay for the core functions of the U.S. government including funding the military, building critical infrastructure such as roads and bridges and paying for the justice system,” said Sandra Salstrom, a U.S. Treasury, Department spokesperson.

Although few seem to notice the money collected from duties, it would be very noticeable if the funds were gone. “Duties are an important source of revenue,” said Labuda. “They make a major contribution to our economy.” ■



## Dangerous New Trend in Counterfeit Imports: Inferior, Dangerous Fitness Equipment

U.S. Customs and Border Protection has identified an alarming new trend involving the importation of counterfeit exercise equipment. The counterfeit equipment may use inferior design and construction, and may contain inferior components, such as an unsteady base or an improperly positioned bench, which can lead to muscle pulls, and facial, neck, and back injuries. Counterfeit products typically do not meet consumer health or safety standards.

As the federal agency responsible for the management, control and protection of U.S. borders, CBP is working hard to protect consumers and businesses by getting this potentially hazardous merchandise off the market. CBP is identifying and targeting high-risk shipments for inspection and working with the manufacturers whose products are being copied to raise awareness of the problem.

CBP has seen various types of counterfeited exercise and fitness products, including basic

fitness DVDs, home gyms and their accessories, and popular infomercial products. Currently, the most commonly seen infringed items are AB Circle, Bowflex, and P90X.

In all of fiscal year 2009, which ended Sept. 30, 2009, CBP made 26 seizures of fake exercise equipment and DVDs with a domestic value of approximately \$834,000. In the first five months of FY 2010, CBP has already made 57 seizures with a domestic value of nearly \$2.1 million.

Despite increased surveillance by CBP, numerous fakes still end up on the market. Frequently, they are offered for sale on eBay or Craigslist, or in retail outlets that specialize in high-volume, low-value merchandise.

At first glance, these products appear to be genuine. CBP, however, cautions consumers to take a closer look. Consumers should pay particular attention to the way the goods are shipped and familiarize themselves with what the genuine

product looks like, including the logo, the color, the design, the wording on the label, and the packaging. The following may be considered red flags that to raise the consumer’s suspicion about the authenticity and legitimacy of the product.

- Distribution and sale through a channel that differs from the information posted on the manufacturer’s website about where to purchase the product. Manufacturers typically only sell their products through authorized retail outlets or websites. The consumer should determine whether or not the seller is authorized to sell the product. The manufacturer’s website is a good source for this information.
- Lack of a product warrantee. Most reputable manufacturers will warrantee their products against production defects

and failures during normal usage.

- Improper packaging. Most genuine exercise and fitness products come with nutritional and/or fitness guides and instructional manuals. In many cases, these are packaged inside a high-quality box that may contain detailed artwork and advertisements. Counterfeited and pirated goods are often missing the manuals and other materials. If there are manuals, they may contain misspellings and other inaccuracies. Further, most genuine DVD sets are housed in a high-quality cardboard wallet casing with individual pockets for each disc. Suspect DVD sets may not contain all of the DVDs and may be in plastic bags that do not protect them from scratching. The colors on the boxes and DVD wallet casing may be duller on the counterfeited

and pirated items than those of the genuine product, and pirated DVDs may not always play properly on a DVD player or computer.

In addition to putting consumer health and safety at risk, the theft of intellectual property and trade in counterfeit and pirated goods threatens America’s innovation based-economy, the competitiveness of our businesses, the jobs of U.S. workers, and, in some cases, national security. The trade in these illegitimate goods is associated with smuggling and other illegal activities, and often funds criminal enterprises. Counterfeiting and piracy damage America’s economic vitality directly by reducing sales of legitimate goods, and indirectly by reducing employment, incentives to engage in research and development, and tax revenues. Counterfeit and pirated products can also cripple critical infrastructure such as communications,

financial and defense systems.

IPR seizures increased significantly from FY 2002 to FY 2008. The number of IPR seizures increased by 158 percent to 14,992, and the domestic value of IPR seizures increased by 175 percent to over \$272 million during this period. While CBP statistics show the total value of imports declined 25 percent in FY 2009, the domestic value of IPR seizures decreased just 4 percent from \$272.7 million to \$260.7 million. The number of seizures declined only 1 percent from 14,992 in FY 2008 to 14,841 in FY 2009, with more than 90 percent of these IPR seizures resulting from CBP action.

—Lynn Hollinger

A black and tan dog is being held by a person in a blue scrub top. In the background, a woman in a blue scrub top and stethoscope is smiling. The dog is looking towards the camera.

# The SNIFFS that STOP TRAFFIC

Dogs—known for loyalty, protection, trust and devotion—have been a part of human history for more than 12,000 years. Customs and Border Protection Canine Center at Front Royal, Va., has tapped into this historic partnership between man and dog, training canine teams to play



an integral role in protecting the homeland from a variety of threats. Whether sniffing mail, luggage, cargo or vehicles, these teams make sure that no illegal narcotics, weapons, agricultural products, unreported currency or smuggled humans come into the country.

The 300-acre center near the Shenandoah Mountains is the older of the two CBP canine training facilities. The historic locale was originally home to the U.S. Cavalry Remount Station of the Quartermaster General. Later it was used by the Department of Agriculture as a beef cattle research facility before being converted in July 1974 to the first federal canine training center for narcotic detector dogs. It was here that the narcotic detector dog program developed and grew into a programmatic mainstay of border security efforts. How the program got its start is a story of vision and ingenuity.

**Drafted into the Drug War**

During the 1960s the United States launched the first “drug war,” passing new laws and establishing new agencies and programs. As demand for narcotics, especially marijuana, hashish, amphetamines and psychedelic drugs ratcheted up, drug smuggling efforts increased and became more sophisticated.

In the fall of 1969, Dave Ellis, an innovative U.S. Customs Service assistant commissioner, thought that canines could be used to intercept the flow of illicit drugs coming across our borders. After

visiting professional dog trainers across the country to research training capabilities, the last stop was the Air Force Canine Training Program at Lackland Air Force Base in San Antonio, Texas, then responsible for conducting canine training for all military branches.

At the time, Gene McEathron was in the Air Force working with the canine program and was recognized for his expertise. He was detailed to the Customs Service to develop a program to see if and how canines could be used. For generations dogs had been trained to help with herding, hunting and as an early warning system. The military had used dogs for sentry and search and rescue purposes, but dogs had not been used for narcotic detection. The experiment began on April 1, 1970, and was intended to be an April Fool’s joke on drug smugglers.

Master Sgt. McEathron and Jim Cheatwood became the first instructors and the initial teams were made up of excess sentry dogs, returned to Lackland Air Force Base for various reasons, and four retired military handlers.

**Really Good Instincts**

Based on experience, observation and knowledge of canine behavior, McEathron determined that the most important instinct for a detector dog was not its nose, but its

retrieval drive. Bouncing and throwing a tennis ball, dogs were tested and screened for their potential to be detector dogs.

“Motivating the dog’s instincts is key, and one of the most important instincts is retrieving,” said McEathron. Dogs also had to show “an aggressive and possessive attitude towards the retrieved article and enthusiasm for play.”

Some 40 years later canine training experts echo and validate McEathron’s ideas.

Breeding Manager at the Royal Guide Dogs Associations of Australia Kathryn A. Champness, a noted expert on breeding and rearing programs for drug detector dogs, identified the traits most important for detector dogs: “high chase/retrieve drive, possessiveness of toy, strong hunt drive, good stamina, stable temperament and positive response to praise.”

The first detector dog operation was on the Southwest border at the Laredo, Roma and Falcon Dam ports of entry. On his first assignment, McEathron and his canine Albert, a German Shepherd, made the first canine seizure during their inspections in the secondary lot. Though the Customs officers had not found any evidence of tampering, Albert alerted at the door panel of a car being searched. When the door panel was removed five pounds of marijuana were found.



★ A canine looks for narcotics in a model mail facility at the Canine Center Front Royal.

“Motivating the dog’s instincts is key and one of the most important instincts is retrieving...”

**The Power of a Rolled Up Towel**

The training initial detector dogs received was based on a “game” of hunting for a “toy,” in this case, a rolled up towel, scented with a narcotic odor. The first canines were trained to detect and respond to marijuana and hashish, but by the end of September 1970, the trainers determined that the same dogs could be trained to detect the additional odors of heroin and cocaine.

At the program’s inception the canine teams worked cargo and mail facilities. These first dogs were trained to alert aggressively and tear apart whatever contained the drugs, but over the years the training has undergone reform and now all dogs at the center are passive response. Passive indicator canines will sit in front of whatever contains the target scent. According to Assistant Director Training & Delivery at Front Royal Robert M. Lawler, “All canines are passive indication so that a canine can be deployed to any environment.” Sitting to show a positive





★ Canine teams search automobiles for hidden contraband as they pass through CBP inspection lines. A canine working through a training exercise at a model land border crossing.



★ The Center uses simulated environments like this airport luggage belt to train canines and to familiarize the dogs with the sights and sounds of the actual locales where they will work.

response maximizes efficiency since the dogs can be used at an airport or seaport screening cargo and also in a passenger environment.

Today, the 17 canine instructors and trainers at Front Royal train dogs to identify marijuana, hashish, cocaine, heroin, methamphetamines, ecstasy and derivatives of these narcotics. The towel has been replaced by a variety of “toys” such as a 12-inch cylindrical piece of rubber hosing or a large wooden dowel, but the concepts remain the same. In addition, the canines are also trained to detect concealed humans. The center provides specialty training to some canines to detect the odor of U.S. currency being smuggled in or out of the country to avoid monetary reporting requirements. These dogs are also cross-trained to identify the scent of firearms. These canine teams are used on our land borders in outbound inspections to sniff out and thwart smuggling of money and/or firearms leaving the United States.

The training program supplies canine teams to support border security at our ports of entry. Most dogs are purchased from vendors, but CBP does operate a breeding program that supplements the supply

of dogs. The dogs receive “pre-training” working with student instructor classes. After this, the dog is fully capable, but gets matched with a handler for an additional training during which the handler develops his or her skills and the bonding takes place that makes the two a true team.

#### A Dog's Life

A typical day for a fully trained canine is to get picked up from the kennel and go to a work site with his handler. Then they perform a variety of functions—working cars at pre-primary on a land border, luggage, or the interior of an aircraft or running cargo. A canine working at a land port of entry can screen a vehicle in seconds. And a secondary inspection takes a canine about five minutes where an equivalent inspection without the dog would take a minimum of 20 minutes. The dog gets equal shifts of “working” and rest.

“The dogs work because it’s a game for them, and they can never lose,” says Director Operations at the Canine Center Morris Berkowitz.

The relationship between the dog and its handler is very special. Berkowitz, who started his career at JFK Airport in New York City, and has worked with the

canine program 39 years, stresses that the handler has incredible responsibility for his canine. “The dog is not just a tool, there is a relationship and bond between the dog and handler.” A handler’s attitude and mood “goes down the leash” and is sensed by the dog and can impact its performance. The career span of a canine can range anywhere from 5 to 12 years depending on factors such as injury, health and stamina.

#### Dog vs. Machine

“We thought the program was going to be just short term until the labs and technology could develop some piece of equipment that would do the screening, and 40 years later we’re still here,” said McEathron. Most everyone is of the opinion that technology will not make detection canines obsolete.

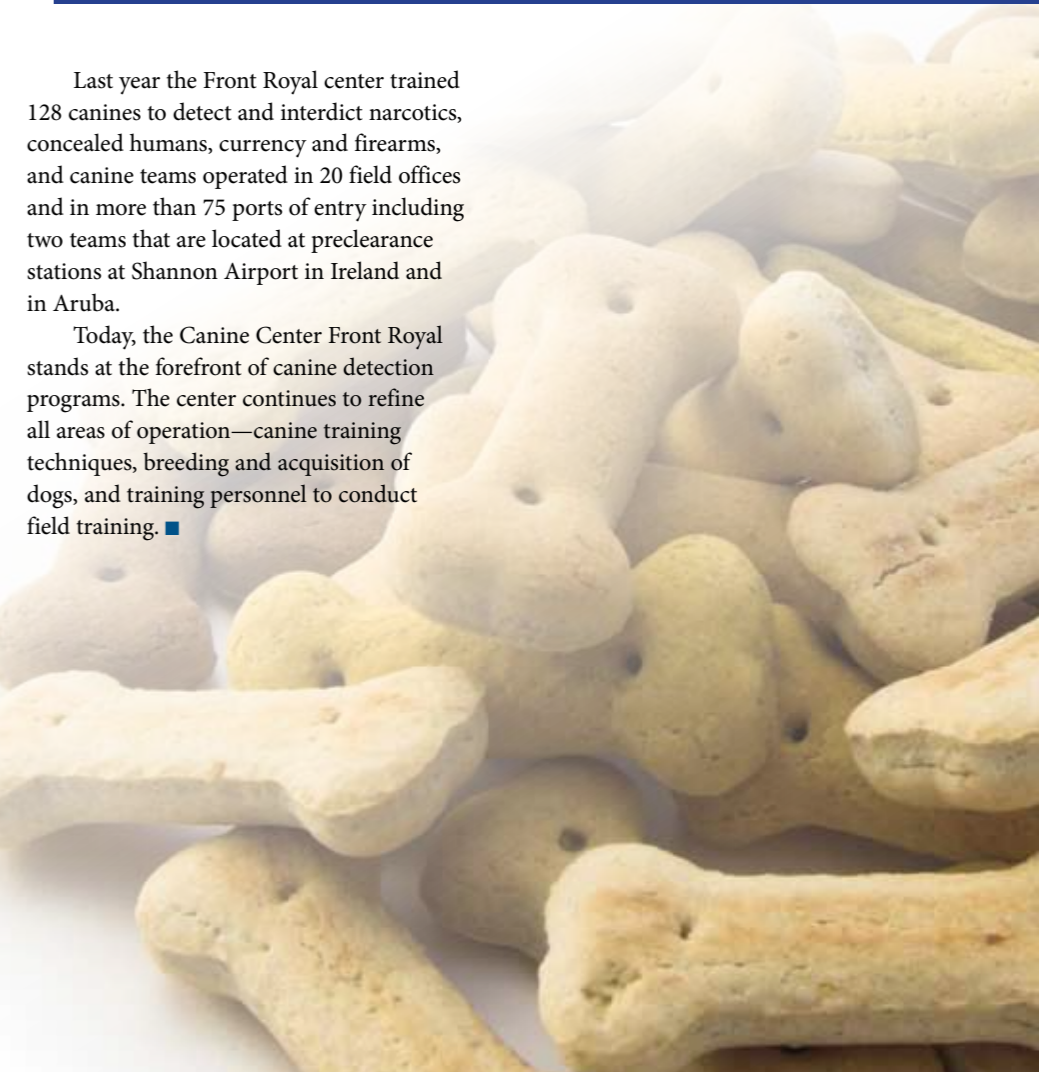
“The dog is the best tool we have. They are more reliable than any equipment and they have better sensing,” says Berkowitz.

Assistant Director for Mission Support Barbara Wilson-Weaver also sees canines as having several advantages: “There is no cost to repair and most equipment today results in a percentage of false positives that you seldom get with canines.” Wilson-Weaver explains that a dog may alert to a

car trunk and the CBP officer may not find any narcotics there, but the trunk may have previously held narcotics. The dog is alerting to the residual odor. Science backs them up.

James A. Petrousky, a noted authority on canine olfactory abilities and former program manager at the Department of Defense's Office of Special Technology said, “The real advantage of dogs is that dogs find things, whereas machines now can only verify. Machines are very good in answering the question, ‘Is this particular sample cocaine?’ But only a dog can answer in a timely manner the question, ‘Is there cocaine in this room?’”

From these humble beginnings, the detector canine program has evolved into a robust and integral part of CBP's border security efforts. That first seizure of five pounds of marijuana stands in sharp contrast to the 673,292 pounds of marijuana seized in fiscal year 2009 by the Office of Field Operations canine enforcement teams. In addition, the teams seized more than 26,000 pounds of cocaine, 1,087 pounds of heroin, 2.7 million pills and \$34 million in undeclared currency. More than 5,600 violators were arrested due to canine detections at our ports of entry.





# *Training's* **Best-Case Scenario**

*Simulated situations  
provide intense exposure  
to on-the-job challenges*

*By M. Sean Godsey*

The success  
of CBP's daily  
missions and  
the security of  
the American  
people depend

★ CBP trainees respond to a  
hazardous waste spill scenario.

on the capability of its personnel. When considering the nation's developing threats and the potential results of mission failures, one can understand the critical need for success in training.

Real-life experience is typically something officers get shortly *after* they need it. Scenario-based training at CBP's Advanced Training Center in Harpers Ferry, W. Va., supplements CBP officers' experience by filling in experience gaps. This type of learning minimizes the impact of surprises in the field by building mental maps to solutions during scripted scenarios.

Exposure to these scenarios enhances officers' responses to critical incidents while testing and reinforcing agency policy and procedures. The mental and physiological reactions generated during this training most closely mimic an officer's reaction during real-life situations in the field. Stressful situations with rapidly evolving action will engage a reactionary thought process, thus challenging the officer's capacity at the intellectual, emotional and behavioral levels.

Scripts used in scenario-based training incorporate real-world experiences and forecasted risks in preparation to meet operational objectives. By testing

operational abilities in realistic situations and environments, this training attempts to turn hindsight into foresight.

Often, the term scenario-based training is associated with use-of-force training. However, there are diverse applications, such as improving interviewing skills, courtroom testimony and contingency planning.

At CBP, this type of training also is used for such operations as:

- counter-terrorism;
- critical incident management;
- use-of-force incidents;
- contraband interdiction;
- tactical team missions;
- search and rescue;
- canine enforcement;
- apprehension team operations; and
- felony vessel boarding.

Safety protocols and programs associated with scenario-based training are well researched. General safety preparedness is necessary for accidental cuts, falls, impacts, eye hazards, heat illness and the possibility of cardiac emergencies. Force-on-force training that uses projectile-based training weapons requires vigilant safety awareness due to the possibility of lethal weapons and

ammunition inadvertently entering the training area.

#### A Standard for Success

CBP instructors at the training center utilize the advantages of a winning mindset, results-driven coaching language, and a systematic and disciplined questioning strategy to keep thought processes, action and development moving toward a training objective. Officers are sometimes challenged to the limits of their abilities, but are conditioned to remain focused on winning the encounter regardless of any simulated wounds or setbacks they may have incurred during the scenario.

The basic principle of this regimen is that knowledge alone doesn't change behavior, *experience* changes behavior. Effective scenario training requires officers to *experience* success. This should not be confused with an approach that would lead to false confidence. To achieve success, officers must demonstrate proficiency in the application of skills and tactics in a challenging contextual setting prior to completing the training cycle.

Telling officers that they have been "killed" from simulated injuries sustained during the scenario is avoided because



★ A Border Patrol trainee faces withering cross-examination under the watchful eye of a skeptical judge, all occurring as part of scenario-based training.

being declared "dead in-role" does not challenge the officer to continue to find a way to win. If officers find themselves in a less-desirable tactical situation they are drilled to find a solution, and then are debriefed through the use of Socratic questioning to determine what actions could have prevented the situation. Officers are then placed back "in-role" in the scenario at a point that allows the officer to experientially override previous poor performance with a successful law-enforcement conclusion.

Allowing an officer to leave a scenario-based training session without demonstrating *experiential* success would be training for failure. When performance gaps are identified, instructors must diagnose whether failures result from the student's lack of understanding or experience or if there are systemic flaws in the instructional system design, training methodology, tactics or tools used. The instructional staff then must look to find a corrective measure.

When officers are challenged by demanding, dangerous and violent confrontations, their ability to succeed is directly linked to training methodology and psychology. Through scenarios, officers can physically and psychologically

succeed in situations where they previously lacked the knowledge, skill, or experience to win.

#### Preparation for Confrontation

In June 2005, senior patrol agents Chris Brinkhoff and Juan Villa were involved in a shooting with drug smugglers near Nogales, Ariz., during which the two agents received life threatening wounds from rifle fire. Agent Brinkhoff now draws from that physically, psychologically and emotionally significant event as he designs and delivers training as part of the Nogales Station Training Cadre. Agent Villa is back to full duty after serving a valuable role with the Nogales Training Team. Their work with scenario-based training continues to provide agents with extremely valuable mental and physical tools and tactics in preparation for confrontations with the violent entities that threaten our nation.

In Brinkhoff's estimation, the need for scenario training is critical in order to provide more experience for newer agents who may lack substantial relevant life experiences and in updating the skills of seasoned agents.


Each day, CBP personnel have the responsibility to protect the American

Scripts used in scenario-based training incorporate real-world experiences and forecasted risks in preparation to meet operational objectives

people and the nation's critical infrastructure. Investment in scenario-based training allows CBP officers and agents to keep pace with their criminal counterparts by improving the performance and incident management capabilities of all CBP components. Focused agency support and instructors using contemporary training methods build safe and effective scenario-based training that prepares personnel for the rigors of their jobs and for completing the critical missions of the agency. ■



★ What would you do? A CBP officer encounters a suspicious individual at a cargo train site. An experienced trainer observes and will critique the officer's handling of the situation.

A large soccer ball with a perforated, metallic-looking surface sits on a dry, grassy field. In the background, a white goalpost stands against a clear blue sky. The scene is framed by a decorative border at the top and bottom consisting of a repeating geometric pattern in red, yellow, and green.

# COUNTING DOWN TO THE 2010 WORLD CUP

CBP partners with South Africa  
to build a better future

*Story and Photos by Tara Dunlop*

Before the world casted its eyes toward South Africa for this summer's World Cup, the behind-the-scenes efforts to ensure the safety of unprecedented crowds moved into high gear. The month-long Fédération Internationale de Football Association tournament brought

to South Africa, and the entire continent, the largest spectator event to ever be staged on African soil.

Among approximately 48 million South Africans, the preparation for the event seemed to touch everyone. Open any South African newspaper and articles focused on plans and preparations for the World Cup. Every radio station featured tournament chatter. South Africans were both inspired and united by the challenge of playing host to the one of the world's pre-eminent sporting events.

Clearly, this young democracy is no stranger to overcoming challenges. Now more than 16 years after South Africa held its historic first multiracial elections, which resulted in a new democratic party in power, South Africa is a political and economic success story. As the world's 19th largest economy, with a stable political system, robust civil institutions, a consistent growth rate and respectable investment ratings, South Africa is arguably Africa's superpower.

Notably, the busiest container port on the continent is in the South African city of Durban. The United States is the top-ranked export partner to South Africa, with 27 percent of the trade, and is the second-ranked import partner with 9.7 percent of the trade.

While the United States plays a prominent role in this burgeoning economy, U.S. Customs and Border Protection's Office of International Affairs is working with South Africa as it modernizes its customs agency, the South African Revenue Services. The growing agency is a South African hybrid of CBP and U.S. Internal Revenue Service operations.

SARS Commissioner Oupa G. Magashula and members of his leadership team, along with CBP Attaché to South Africa Tarance Drafts, visited CBP for one week in late January for a series of high-level discussions. CBP Office of International Affairs Acting Assistant Commissioner Charles Stallworth facilitated a meeting with then-CBP Acting Deputy Commissioner David V. Aguilar, confirming CBP support for SARS' World Cup efforts.

In South Africa, Drafts works with SARS, the airline industry, the trade and various South African government agencies, along with other U.S. government agencies, such as the Department of State and its U.S. Embassy in Pretoria and U.S. Consulates General in South Africa and Sub-Saharan Africa, as well as officials of Immigration and Customs Enforcement and the Department of Justice.

"South Africa has emerged as a global player—it is now in the G-20—and the country is having an impact on its neighbors in the region. Its growth spurred this successful bid for the World Cup," said Drafts.

### Moving People and Cargo

As it readied to host the FIFA World Cup, CBP assisted South Africa to gear up for unprecedented increases in passenger and cargo movement inbound and outbound

through a series of training and short-term advisory team efforts.

The four-year partnership, which predates the successful World Cup bid, joins CBP and SARS in additional ongoing initiatives, which include a Customs Mutual Assistance Agreement; the Container Security Initiative in Durban; and World Customs Organization capacity building for its Framework of Standards, which guides policy.

Since the initial assessment began in 2006, SARS has worked with CBP to create and implement a comprehensive strategic plan for securing air, land, sea and rail, while moving away from a revenue collection focus and shifting toward a homeland security focus.

Early on, CBP's Technical Assistance Director Loretta Gamble and Acting Executive Director Emily Seymour-Redd

pioneered the relationship between CBP and South Africa. Gamble developed standard operating procedures, while Seymour-Redd led the initial capacity building efforts.

Today, the CBP Office of International Affairs coordinates the partnership, which features six components:

1. Strengthening CBP's relationship with SARS;
2. Facilitating the entry of legitimate South African travelers to the United States while deterring the flow of illegal immigrants;
3. Promoting implementation of the World Customs Organization Framework of Standards;
4. Facilitating legitimate trade between the United States and South Africa, while deterring the flow of terrorist weapons and other contraband;

5. Serving as an internal source of information and expertise on South Africa for other CBP offices; and
6. Providing South Africa with training and technical assistance in preparation for the 2010 FIFA World Cup.

According to CBP's Africa and Middle East branch country manager for South Africa Tasha Reid Hippolyte, "In efforts to implement the World Customs Organization framework, the agency created the Customs and Border Control Unit, whose main responsibility includes securing South Africa's borders while facilitating the movement of goods and people. This unit is continuing to hire new officer recruits to increase personnel for the 2010 World Cup event and beyond, with an additional 500 officers hired within six months of the 2010 World Cup."

**"...Customs and Border Control Unit (CBCU), whose main responsibility includes securing South Africa's borders while facilitating the movement of goods and people."**

**Tasha Reid Hippolyte**  
*CBP's Africa and Middle East Branch Country Manager for South Africa*



★ ABSA Stadium in the Kings Park Sporting Precinct, adjacent to the newly built Moses Mabhida Stadium, was a World Cup venue. Spain earned the cup with a 1-0 victory over the Netherlands.



## Building Knowledge and Capacity

Given the huge increase in new recruits and the pending big games, Reid Hippolyte organized a week-long instruction and assessment contingent to South Africa. The capacity-building trip included train-the-trainer and targeting and risk management courses, along with short-term advisory assistance for communications and operations at O.R. Tambo International Airport and the Durban Seaport.

On day one of training at Megawatt Park, the SARS training facility located in a quiet Johannesburg suburb, SARS International Liaison Officer for Training Ishmail Phalandwa said, "This is a remarkable learning opportunity and we are finding that when people learn of the CBP classes, they are very willing and excited to participate. In fact, these sessions have grown in popularity and others want to participate in the future. This training is making a major impact."

Once South African customs officials shared their enthusiasm for the weeklong training, Reid Hippolyte set the tone for an interactive learning experience, stating, "Push and test our trainers to the utmost, because they will be pushing and testing you. You know what you need; and you know what is best for you; and we are here to help you get there." Referring to the World Cup, she reflected, "I know you are excited, because you have a tremendous opportunity to show the world that SARS has what it takes."

In all, four CBP trainers from around



★ A South African Customs and Border Control Unit officer checks hi-tech scans of a targeted container to assure contents are safe.

the United States convened to share their expertise with SARS officers, who review the arrival and departure information to determine the threat posed by persons, luggage, cargo, express mail and conveyances entering, exiting and in-transit through South Africa.

Assistant Area Port Director at Alexandria Bay Port of Entry Trainer Wade Rutledge served on two prior training missions to Cairo, Egypt. He said the most memorable part of the South Africa training experience was "getting to know our counterparts in SARS. The SARS officers are very dedicated to their jobs and the security of their country." Rutledge, an 18-year CBP veteran, reflected on the similarities and differences of CBP and SARS, stating, "In some respects, SARS is where the historic Immigration and Naturalization Service and U.S. Customs Service were prior to merging into CBP—now they have one agency and one mission."

According to Rutledge's training partner,

CBP Curriculum Developer/Instructor Mark Adams, whose prior training experience took him to Botswana and Mozambique, the lessons shared were relevant to the SARS mission. "By sharing best practices it allows the students to fit it into their culture and adapt it to that particular country's needs," he said.

In the next classroom, veteran trainer David King, a program analyst with the Office of Intelligence and Operation Coordination (and former CBP Office of International Affairs program manager), concurred, saying, "My approach to training events such as these is to use it as a forum to exchange best practices. Our South African colleagues are well acquainted with the principles of targeting and risk management and they are particularly interested in learning from our past experiences to improve their performance." Having made more than 10 trips to the African nations of Senegal, Kenya and Botswana, King surmised, "Customs authorities around the world face the same challenges. Even though we have our own unique capabilities and situations, we generally have to address the same types of threats using similar methods."

King's fellow instructor, Air Interdiction Agent Gethon Robinson, from the Jacksonville Air Branch and 14-year CBP veteran, bonded with the students by sharing his professional experiences and appreciation for a different culture. He said in addition to learning many facets of the South African culture, "The Customs and Border Control

Unit is similar to CBP in that we all strive toward the same goal to ensure the protection of our borders while facilitating legitimate trade and travel. While CBP has defined its mission, in some ways, South Africa is defining their strategy."

As classes went on, CBP experts visited O.R. Tambo, Africa's largest international airport and the Durban Seaport. International Officer Roxanne Hercules, CBP South Africa Attaché Tarance Drafts, and Public Affairs Officer Tara Dunlop completed an evaluation of both facilities and overall communication plans to determine SARS' needs to prepare for the World Cup.

## Immediate and Future Challenges

The CBP experts provided SARS' senior management with recommendations on meeting near- and long-term challenges. These recommendations became a foundational plan for SARS' World Cup strategy to improve its enforcement security and communication prior to the event. Hercules said, "CBP partnering with other countries helps to improve both nations' processes and overall global security to help facilitate international trade relations. CBP has more than 100 years of expertise in these areas and is in high demand internationally to assist with customs-to-customs efforts."

At the conclusion of the trip, air facilities Port Commander Nhlanhla Zuma said, "South African Customs and the Customs and Border Control Unit at Oliver Reginald Tambo International Airport are ready to deliver a successful and spectacular FIFA World Cup tournament. With our local and international partner CBP, we are working together to ensure smooth trade facilitation for cargo and traveler clearance through our ports of entry."

Sharing Commander Zuma's enthusiasm were SARS officers and employees, cab drivers and vendors, senior statesmen and people just stopping to chat upon overhearing an American accent. Without a doubt, an invigorated sense of pride is spreading and intensifying across the land and one cannot help but root for a nation that has worked hard to get to where it is today.

The FIFA World Cup's slogan is, "For the Game. For the World." Its organizers recognize that while our world is a place rich in natural beauty and cultural diversity, it is one where many are still deprived of their

basic rights. Using the power of the sport, World Cup organizers vowed, "the games will reach out and touch the world, using football as a symbol of hope and integration."

If this is the case, CBP's assist toward South Africa's win was a victory for us all. ■

## A Successful Relationship that Keeps on Growing

In February, when South African customs officers in Johannesburg were reviewing the passenger list for a flight arriving from Sao Paulo, Brazil, they noticed something odd. One of the passengers, a South African woman, had an unusual flight pattern. She had booked two one-way tickets with itineraries that didn't match. On the first leg of her journey, she had flown from Cape Town to Argentina. For the return trip, she was flying from Brazil to Johannesburg, and then on to Zimbabwe.

But before she boarded her connecting flight, the passenger was stopped by customs officers. Her bags, which also had been removed from the aircraft, were opened and carefully searched. Inside the luggage, officers found a major stash of narcotics. More than four kilograms of cocaine (with a street value of several hundred thousand dollars) were hidden inside the circuitry of old computer motherboards. The incident, one of many such seizures conducted by the South African Customs Border Control Unit, is a shining example of how well the training provided by U.S. Customs and Border Protection is working.

Before CBP partnered with the South African Revenue Service in 2005, the country's customs activities were primarily geared toward revenue collection. However, that changed in 2007, when the Customs and Border Control Unit was formed and CBP introduced the African nation to the law enforcement side of a customs agency. "We trained their officers to be officers. We supplied them with the tools to understand that they are the gatekeepers. They make the determination of what people and what goods are allowed to enter their country," said Tarance Drafts, the CBP attaché in South Africa who coordinates all U.S. government training for the South African Revenue Service.

But the transformation from a revenue driven organization to an enforcement driven organization wasn't easy. "You're changing mindsets. You're changing culture and

tradition," explained Drafts. "Some of the officers said they didn't want to carry a gun. But the reality is if a customs officer is in a warehouse by himself and he discovers drugs, his life is at risk."

Moreover, South Africa is a transit point. Durban is the largest port on the continent of Africa, and both legitimate trade and contraband goods are moved through the country. "Narcotics, human trafficking, precursor chemicals are some of the illicit elements that flow through South Africa to the United States and Europe," said Tasha Reid Hippolyte, who manages CBP's programs for southern Africa and Senegal. "If we're able to help the South African Customs Border Control Unit manage what comes in and out of their country, we're making the United States safer. We're extending the security of our borders."

In March 2008, when the first group of recruits graduated from the South African academy, there were 160 officers in the Customs and Border Control Unit. Currently, there are nearly 900 officers in the unit's ranks. The training, which is conducted by CBP personnel, is rigorous. "A customs officer has to have hundreds of skills," said Drafts. "They have to be able to interview. They need to be able to look at a document and know whether it's fraudulent or not. They also need to know how to search baggage and where to look for hiding places and compartments in a suitcase. Additionally, they need to be able to observe nonverbal behavior. They have to be able to tell whether someone is lying or if the person they're talking to is showing signs of being uncomfortable."

The success of the training is largely a result of the relationship that has been built between the two customs organizations. "We've had a close relationship with the South African Revenue Service for a long time," said Drafts. "We have the same goals and the same concerns. They've come a long way and have a long way to go, but the seed has been planted and the tree is growing." ■

—By Marcy Mason



★ CBP's Mark Adams shares advice with a class on what to expect during a weeklong course on port security best practices.



# DESERT STING

*Determined Smugglers,  
Challenging Terrain No Match  
for CBP's Coordinated Approach*

*Story and Photos by Ken Jensen*

The smugglers never really had a chance. Seven of the eight backpackers who attempted to enter the United States on December 18, 2009, in the dark of night in the barren Arizona desert



★ CBP air personnel routinely support Border Patrol agents in efforts to track and prevent illegal activity in the southwest desert.

## Hiding places are plentiful among the rocks, caves and crevices. Some of the boulders cast off from the near vertical cliffs above are the size of a large car.

were captured. The load of 337 pounds of marijuana in their backpacks, destined for the neighborhoods of America, ended up in a secure warehouse awaiting destruction.

That's about \$270,000 that won't make it into drug cartel coffers.

The reason for this success was teamwork: Border Patrol agents on the ground working in close harmony with a CBP air interdiction agent in a helicopter. It happens every day throughout the arid desolation of the Southwest desert.

As a former Border Patrol agent, Yuma-based pilot Gabe Mourik said, "Most of my success as an air interdiction agent I attribute to being a prior Border Patrol agent. I still feel as though I am a Border Patrol agent; I just do the work with a different type of vehicle, which is nothing more than a tool."

In this case, the apprehension took place in the Yuma Sector nearly 75 miles from sector headquarters and just over 40 miles from the nearest populated area. Remote is the only word to describe the territory.

The chase began at a chilly 3:20 a.m. seven days before last Christmas when Border Patrol Agent Carlos Almanza, assigned to the sector's Camp Grip base, tracked a group of people who had crossed the Camino Del Diablo, or The Devil's Highway.

The dirt road, called "The Camino" by Border Patrol agents in the Yuma Sector, runs 260 miles east to west from Caborca, Sonora, Mexico to Yuma. Its use began hundreds of years ago as a trail used by the indigenous Papago Indian tribes. It

eventually became a favorite route of Spanish traders moving their goods to market in California in the early and mid-1800s.

### Inhospitable Territory

Many pioneer travelers found the trail to be dangerous and almost totally inhospitable. A gravesite near the Camino is marked by a figure eight laid out in stones inside a larger circle of rocks. The site is the final resting place for a family of eight who died after their water barrel broke during their journey. They perished before they were able to locate a new water supply.

Unfortunately, and despite the efforts of the Border Patrol, immigrants continue to die in the desert because uncaring smugglers convince them that the passage from the border to the farming communities to the north is an easy journey.

In reality, it is impossible for a person crossing the desert on foot in the summer to carry enough water to survive the 50- or 60-mile journey from the border to the nearest water supply.

Today, the most frequent travelers along the Camino, which runs parallel to the international border, are Border Patrol agents in four-wheel drive trucks and smugglers hoping to sneak their contraband and alien groups into the United States.

Agent Almanza believed that five illegal aliens had entered the United States through the vehicle barrier a few miles to the south and then crossed the road heading north, possibly trying to reach Interstate 8 almost 50 miles away. The smugglers were wearing foam pads on their shoes in an unsuccessful attempt to hide their tracks. Almanza was onto them and continued following their trail north.

By 5:30 a.m. he was joined by Agent William Stark and later by Agents Brandon Law and Francisco Noriega. The agents agreed Sunday Pass to be the likely route selected by the smugglers. With just cactus and sage to hinder them, it was an easy walk across this portion of the nearly flat desert to the rocky, unforgiving peaks of the Sierra Pinta Mountains.

### Challenging Territory

The peaks on the south side of Sunday Pass rise quickly almost a thousand feet above the desert floor, which is good for the smugglers and a challenge for the agents.

At 7:10 a.m., when the first light of day began to show over the peaks to the east, the agents called for assistance from the Air and Marine unit at Yuma, where preparations already were in motion for the day's routine patrol to the eastern end of the sector.

A short time later, daylight revealed additional foot prints and the count was increased to seven individuals. It would later be increased to eight.

Five hours into the chase came the bad news; the group had "rocked up," hiding themselves in the boulder-strewn south face of Sunday Pass.

Hiding places are plentiful among the rocks, caves and crevices. Some of the boulders cast off from the near vertical cliffs above are the size of a large car. The group apparently intended to sleep and hide in the rocks until the next night when they could then cross the flat valleys leading to the north.

Finding the group in the large rocks became more difficult because foot sign virtually disappeared in the hard scabble.

At 8:45 a.m., Agent Law reported finding new foot sign three-fourths of a mile southwest of Sunday Pass. The agents spread out east and north, but the sign soon disappeared.

An Air and Marine helicopter arrived soon after with Air Interdiction Agent Gabe Mourik at the controls. As a former Border Patrol agent, Mourik efficiently coordinated his aerial search with the agents on the ground, deciding to search the higher reaches of the mountain.



★ With eyes in the skies and experienced, well trained and determined agents on the ground, smugglers often find themselves with no where to hide after entering the U.S. illegally.

The agents on the ground continued to scour the area for fresh tracks while the helicopter ventured further into the small valley. Continued passes in the helicopter produced results just after noon when Mourik's practiced eye spotted a nearly hidden burlap-wrapped backpack typical of those used to carry marijuana.

Mourik also detected something hidden in a rocky crevice near the backpack. It appeared to be a man dressed in military-style camouflage clothing. The man and the backpack were well hidden part way up the face of the mountain, well out of sight of the Border Patrol agents approaching from the valley below.

Mourik radioed the GPS coordinates of the pack to the agents on the ground, who were still about a half-mile away approaching from the west.

Flying the helicopter about a hundred yards to the east of the backpack and the man, Mourik waited for the approaching agents and watched closely for the hiding man in case he tried to escape. It was only moments before the man jumped from his hiding place and ran across the face of the mountain to the east, and then almost straight up the face and, eventually, over the top.

“Often I can make up time much faster than I could have while on the ground,” said Mourik. “But just as often I get stumped, and have to rely on an agent who is on foot. When that is not an option, I land and start walking or climbing myself. One way or another, someone usually has to walk to complete the mission.”

Mourik landed and secured the helicopter and assisted the Border Patrol agents pursuing the man, climbing almost to the top of the 2,000 foot peak while dodging the rocks rolled down by the escaping smuggler. He returned to the

helicopter after about 30 minutes, marveling at the stamina the smuggler showed in out-climbing the well trained agents that, by then, included two Border Patrol Search, Trauma and Rescue agents who arrived to assist.

“We had to land because fuel was getting low,” said Mourik. “Had fuel not been an issue, we would have continued wearing that guy down by chasing him while airborne. Unfortunately, that seems to be the way it often ends up, we run out of fuel when it is most inconvenient.”



★ When smugglers seek refuge in the hills, it often is time to close the deal on foot. “One way or another, someone usually has to walk to complete the mission,” says Pilot Gabe Mourik.

### Round-Up Time

In the meantime, Agent James Dabney reported that one smuggler was in custody and that the pack of suspected marijuana had been located. Additional agents arrived and more backpacks soon were discovered among the rocks.

Gradually the agents located more smugglers and found a total of eight backpacks of marijuana. The smugglers had hidden themselves and the marijuana over a space of nearly a half-mile, high up on the south face of Sunday Pass.

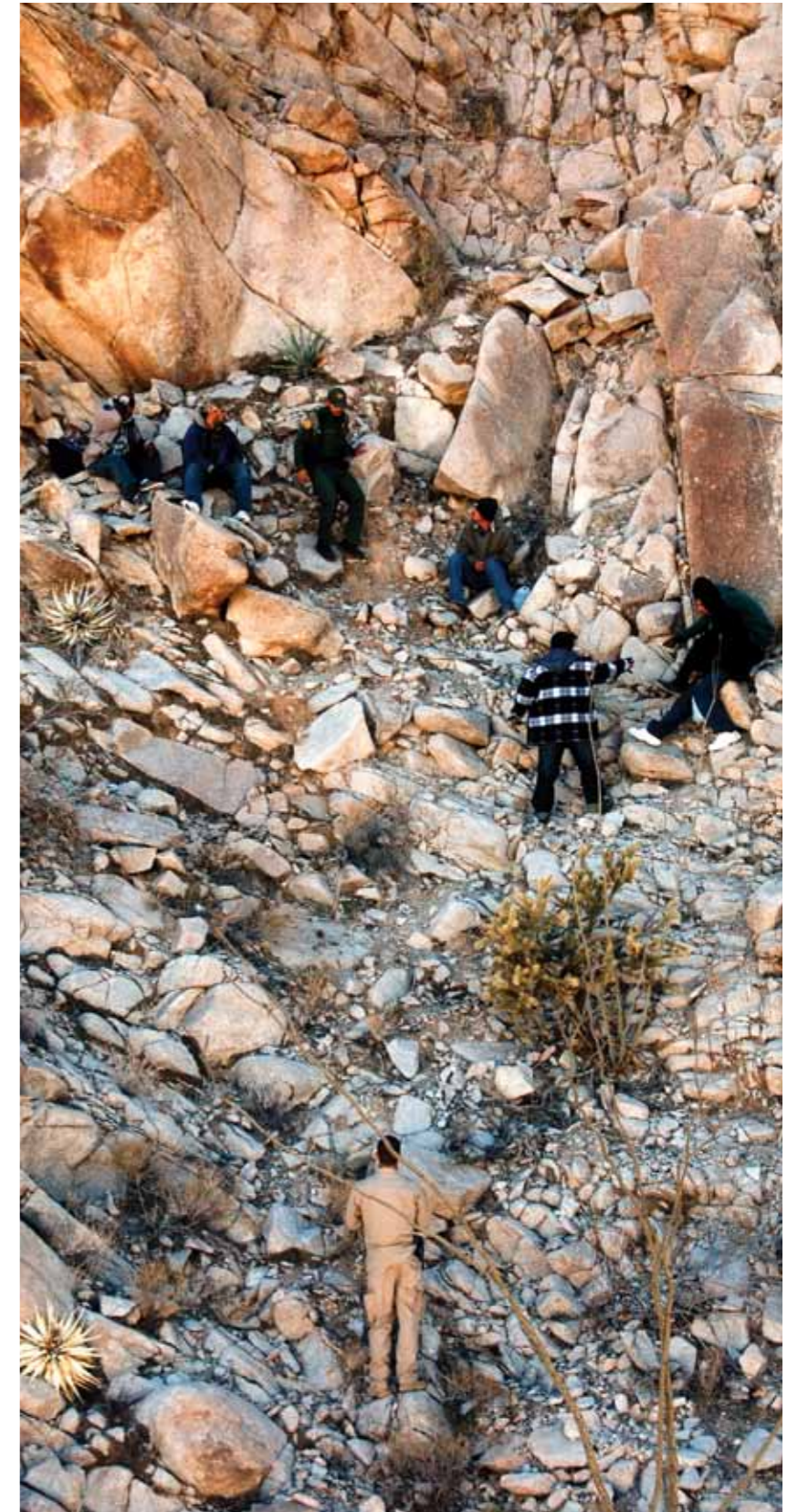
“Working in the east desert requires continual teamwork,” Mourik said. “Sometimes agents on the ground are successful without air support; sometimes Air Operations are successful without ground support. But when you have both air and ground agents working together, it generally proves successful. Having someone on the ground is something I consider a ‘must have,’ and that will never change.”

After refueling at nearby Camp Grip, Mourik located two more smugglers hiding under blankets in a shallow cave a few hundred

feet below the 2,000-foot top of the ridge. The hiding place was visible only from the air.

By 3 p.m., almost 12 hours after the initial tracking began, seven smugglers and 337 pounds of marijuana were off the street.

One smuggler managed to escape by scaling a near vertical mountain and by rolling rocks down hill to hinder and delay the pursuing agents until he could hide in the rocky terrain. The detection and capture of the remaining seven smugglers was another typical success story for CBP. ■



★ The pursuit normally ends with tired and frustrated smugglers giving up and agents collecting the suspects and the abandoned drugs.

# Federal Partners Recognize World Intellectual Property Day

Customs and Border Protection joined Immigration and Customs Enforcement and other federal partners April 26 at a World Intellectual Property Day ceremony in Arlington, Va. The event recognized the results of joint operations of the National Intellectual Property Rights Coordination Center designed to combat counterfeit goods from entering the U.S.

One major accomplishment was the seizure of \$219 million worth of counterfeit goods in April, the result of a long-term CBP-ICE investigation targeting counterfeit products manufactured in Asia and smuggled through the Port of Baltimore. The seizure included numerous counterfeit goods such as counterfeit DVD's, circuit breakers, pharmaceuticals, video games and controllers, exercise equipment, sportswear and luxury goods.

In all, the center announced a total of \$263 million in counterfeit goods seized by federal partners during April. More than \$44 million was seized in "Operation Spring Cleaning," a massive nationwide joint enforcement operation involving federal, state and local partners of the center. Operation Spring Cleaning resulted in the seizure of 703,684 counterfeit items in operations in dozens of cities across the United States and the arrest of 45 individuals. The goods were described as high-grade counterfeits designed to rip off U.S. consumers.

The Defense Criminal Investigative Service, Naval Criminal Investigative Service and U.S. General Services Administration, Office

of Inspector General joined the group as new partners in the Intellectual Property Rights Coordination Center. They join ICE, CBP, the FBI, the Department of Commerce, the Food and Drug Administration, the Postal Inspection Service and the government of Mexico's Tax Administrative Service as partners in the work of the center.

World IP Day is designed to raise awareness of counterfeiting and piracy. It was instituted by the World IP Organization to spread understanding of the threat posed globally by the theft of trademark and intellectual property rights and the dangers posed by counterfeit and

substandard products.

CBP's strategic approach to IPR enforcement is multi-layered and includes seizing fake goods at our borders, pushing the border outward through audits of infringing importers and cooperation with our international trading partners, and partnering with industry and other government agencies to enhance these efforts. CBP provides considerable resources, diverse personnel and focused training to respond to IPR issues. In fiscal year 2009, 14,841 seizures of counterfeit and pirated goods, with a total domestic value of \$260.7 million, were made by CBP and ICE. ■



★ John T. Morton, Homeland Security Assistant Secretary for Immigration and Customs Enforcement, discusses progress made in securing intellectual property rights during a ceremony held in April in Arlington, Va.

Photo by Paul Caffrey



## 21st Dynasty Sarcophagus Found by CBP Returned to Egypt

★ CBP Agriculture Specialist Herbert Kercado was credited with being vigilant in raising concerns over true ownership of the antiquities before they were exported out of the U.S.

At a ceremony at the National Geographic Museum in March, a 21st Dynasty coffin was returned to the Egyptians. The artifact was seized by CBP during routine inspections of goods coming into the United States.

Egyptian Minister of Culture Farouk Hosni describes the coffin as beautifully plastered and painted with colorful religious scenes. Dr. Zahi Hawass, Secretary General of the Egyptian Supreme Council of Antiquities accepted the sarcophagus during the repatriation event.

The 21st Dynasty of ancient Egypt dates back to 1,077-943 BC.

"Through the facilitation and enforcement of U.S. trade laws, this artifact will provide the Egyptian people a key to their past," said Customs and Border Protection Assistant Commissioner Allen 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 priceless artifacts to their lawful owner."

"A piece of our history that left Egypt

under mysterious circumstances has found its way home with the help of our partners in the U.S. government," said Zahi Hawass, Secretary General, Egyptian Supreme Council of Antiquities. "Since I took office eight years ago, the U.S. has assisted in the repatriation of many stolen artifacts to Egypt. We welcome the return of this beautiful wooden sarcophagus and look forward to learning more about its history."

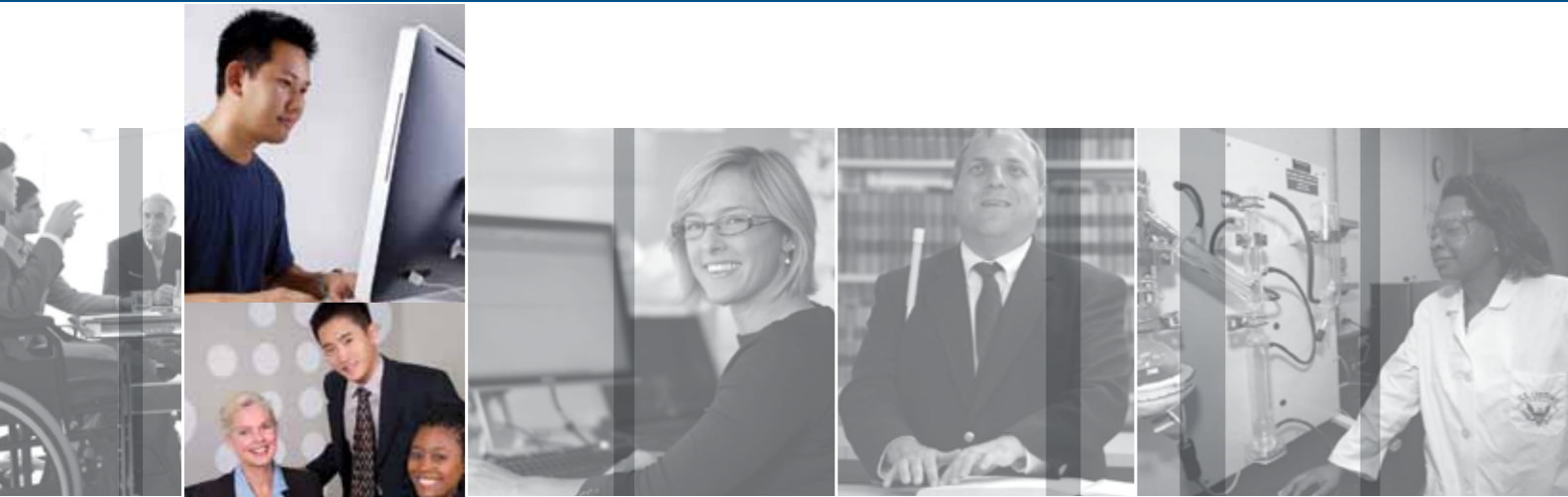
The coffin was intercepted by CBP at Miami International Airport in 2008 and initially scrutinized for agricultural concerns. The agriculture specialist, concerned that the coffin would require a permit, referred it to the Trade Enforcement Team and ICE. Verification of the authenticity of the coffin was made through a Department of State Antiquities Expert.

CBP and ICE contacted the importer to establish if the coffin had been exported from Egypt in

accordance with an antiquities treaty. The importer failed to respond, and the coffin was subsequently seized. To best preserve the antiquity, the coffin was transferred to a temperature controlled warehouse. ■



★ CBP Assistant Commissioner Thomas Winkowski presents CBP Agriculture Specialist Herbert Kercado with an award to honor his alertness in this case.



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★ CBP began enforcement of the Importer Security Filing and Additional Carrier Requirements interim final rule in 2010.

Photo by James Tourleste

## Secretary Napolitano Announces Enhanced Screening Measures For Cargo Arriving at U.S. Sea Ports

Department of Homeland Security Secretary Janet Napolitano announced earlier this year that CBP has begun enforcement of the Importer Security Filing and Additional Carrier Requirements interim final rule, significantly increasing the scope and accuracy of information gathered on shipments of cargo arriving by sea into the United States and bolstering DHS' layered enforcement strategy to protect against terrorism and other crimes at U.S. ports of entry.

"Effective homeland security requires strengthening our capabilities to detect and deter potential acts of terrorism at our land, air and sea ports," said Secretary Napolitano. "Collecting detailed information about cargo shipped to the United States before it arrives will enhance the effectiveness of our screening operations at sea ports around the nation."

CBP began graduated enforcement of the rule—which requires importers to provide specific information on their cargo prior to arrival in the United States—in January, following a one-year informed compliance period.

The Importer Security Filing and Additional Carrier Requirements—commonly known as "10+2" in reference to the data required under the rule—are a result of the SAFE Port Act of 2006, which mandated the development of a regulation to require additional data prior to a vessel's arrival at a U.S. port of entry.

For more information regarding the Importer Security Filing and Additional Carrier Requirements interim final rule go to [www.cbp.gov/isf](http://www.cbp.gov/isf). ■

## Customs-Trade Partnership Continues Progress

Strong validation numbers, continued member growth and increased quality assurance highlighted the Customs-Trade Partnership Against Terrorism 2009 program accomplishments. C-TPAT is a voluntary government-business

initiative to build cooperative relationships that strengthen and improve overall international supply chain and U.S. border security.

“The 2009 C-TPAT metrics illustrate that the program is physically

and repetitively verifying the security measures of all members, that there is good compliance from members, and that strong action is taken when requirements are not met,” said Bradd Skinner, C-TPAT director.

### 2009 HIGHLIGHTS

- The program exceeded its target of 3,200 validations for the year by conducting 3,420 validations involving 4,131 physical site visits in 75 high-risk countries throughout the world. Highlighting this fact, a team of supply chain security specialists were staying at the JW Marriot Hotel in Jakarta, Indonesia, preparing for a validation on the morning of the July 17, 2009 bombing. Two thirds of the validations involved formal revalidations (2,244). The work plan included strategies to address risk, such as revisiting the original supply chains of certain companies to confirm measures in place and unannounced visits. This is the first year in the program's existence in which the number of revalidations

surpassed the number of initial validations.

- C-TPAT certified 1,237 new members in 2009, an increase of 9 percent from last year, and growing the total number of companies involved in the industry partnership program to 9,617.
- The program either suspended or removed a total of 297 members as a result of an incident or failed validation. The number of security incidents decreased by 26 percent in comparison with 2008; however, the number of failed validations increased by 20 percent, which is attributable in large part to program requirement that members maintain a strict 90-day validation report response timeframe.
- The program adjudicated 51 cases in which the member appealed

the initial suspension/removal determination. Of those 51 appeals, 32 were denied and 19 were approved and the partners were reinstated in the program.

- Validation reports are submitted to the partner on average within 45 days of the date of validation with an enhanced presentation format.
- The best practices catalog was updated and distributed to all members, and now includes hundreds of innovative ways in which members are securing their supply chains.
- In another first, the program conducted a regional conference in Buffalo, N.Y. for northern border highway carriers and several hands-on workshop sessions at strategic ports of entry on the southern border. ■

## Commissioner Shares Trade Vision at CBP Conference

The message was clear when U.S. Customs and Border Protection Commissioner Alan Bersin greeted attendees at the opening of CBP's fourth national Trade Conference in Arlington, Va., in late June: Trade is an integral part of CBP's mission of keeping America safe and strong.

The Commissioner presented audience members with two propositions to consider. The first -- “Trade is key to the national prosperity and economic competitiveness of our country,” he said. “We cannot see trade and security as being opposed to one another. We cannot see the job of field operations as

being divorced from the national security requirements of economic competitiveness and national economic prosperity.”

His second proposition addressed facilitation. “Securing flows of people and passengers and cargo and things is key to the success of CBP's integrated mission,” said Bersin. “Our function is to keep dangerous people and dangerous things away from our homeland. We need to do that in terms of time. The earlier we discover things that we want to identify as being risky, the better off we are, and the further away from our physical boundaries, the better off our people will be as well.”

The four-day conference, held from June 22-25, brought nearly 200 CBP trade policy makers and field managers together to openly discuss new and changing policies as well as the agency's trade vision for the future. Hosted by CBP's Office of International Trade, the conference, entitled “One CBP: Enhancing the Trade Mission through Modernization, Enforcement, and Collaboration,” will focus on CBP's strategic goals for trade enforcement and facilitation as well as modernization and collaboration efforts that support the trade mission. ■

## Agencies to Share Data on Unsafe Imports

U.S. Customs and Border Protection Commissioner Alan Bersin and U.S. Consumer Product Safety Commission Chairman Inez Tenenbaum signed a memorandum of understanding in Washington, D.C. to allow for greater data sharing between CBP and the CPSC to assist CBP's efforts to identify and seize unsafe imports.

Bersin said the landmark will provide CPSC personnel access to import data at CBP's Import Safety Commercial Targeting

and Analysis Center to conduct import safety risk assessments and perform targeting work using CBP's Automated Commercial System.

“Our job at U.S. Customs and Border Protection is to stop dangerous things and people coming from outside of the continental U.S. into our country,” Bersin said. “Unsafe products represent a species of dangerous goods which we need to keep from our country,” he said.

The agreement will strengthen CBP's efforts to identify products which can harm consumers. CBP's import enforcement efforts

include co-locating CPSC staff at the 10 largest ports of entry to assist CBP officers in identifying unsafe imports.

CBP established the CTAC on Oct. 1, 2009, as a fusion center for agencies to share targeting resources, analysis, and expertise to achieve the common mission of protecting U.S. citizens from unsafe imports. In addition to CBP, the government agencies represented at CTAC include the Consumer Product Safety Commission, the Food and Drug Administration, and the U.S. Department of Agriculture's Food Safety Inspection Service. ■

## Fossils Seized by CBP Returned to China

Priceless prehistoric fossils, declared as “stones” mailed from Hong Kong and interdicted by a sharp-eyed CBP officer in March 2007, were officially returned to the Chinese government in a ceremony at the Embassy of China in Washington, D.C., on May 27.

Representing CBP at the repatriation event, Assistant Commissioner for Field Operations Thomas Winkowski noted that CBP had returned relics to China before and would “continue to stress the importance of identifying priceless artifacts and ensuring that we return them to their rightful owners.”

Then-CBP Officer Daniel Nugent (now an ICE agent) discovered the fossils while X-raying packages at the Chicago Foreign Mail Unit. They looked like stones, he said. Suspicious of anyone shipping heavy, ordinary rocks from China, and having seen fossil smuggling before, he opened the packages to discover about 100 “little creature-like things embedded in stone” and wrapped in tissues, he said.

After Nugent contacted ICE, representatives from the two agencies took the stones to the Field Museum in Chicago, which classified the rocks as

paleovertebrates approximately 525 million years old. CBP seized the fossils and ICE is continuing its investigation.

At today's ceremony, Chinese officials stated that China and the United States are committed to working more closely on law enforcement, including evidence and information sharing on illegal immigration and transnational crimes.

Winkowski credited the “great demonstration of teamwork” by U.S. federal law enforcement personnel, China and the Field Museum.



★ Charge d' Affaires Xie Feng, left, thanks CBP Assistant Commissioner Thomas Winkowski at the May 27 repatriation ceremony at the Embassy of China in Washington, D.C.

Chinese Charge d' Affaires Xie Feng, Assistant Secretary for Homeland Security John Morton and Assistant Commissioner Winkowski signed the repatriation agreement, formally transmitting the artifacts to Chinese hands. ■



# A Tale of True Friendship

★ CBP Officer Leely Evans, right, wanted to help a friend so in April 2009, she donated one of her kidneys to Anne Melican, after discovering that their organ compatibility was a perfect match.

On the surface, they seemed like an unlikely pair. In 2002, when Leely Evans and Anne Melican met at the Salt Lake City Olympics, their only common link was their husbands. Evans, a Customs and Border Protection officer in Indianapolis, was a new mother. Melican, who didn't have any children, taught special education to preschoolers in New York City.

Their husbands, two CBP officers who had volunteered to help at the Olympic Games, had met 13 years earlier when they were doing their basic training at the Federal Law Enforcement Training Center in Glynco, Ga. Joe Evans and Mike Melican had become good friends, but hadn't seen each other until their paths crossed again in Salt Lake City. While they rekindled their friendship, another special bond was forming that would bring their families closer and alter the course of their lives.

After the winter games were over, the couples stayed in contact. They phoned, corresponded, and celebrated the Thanksgiving holiday together in

Indianapolis. "We went out there a number of times, said Melican. "At least once a year we would try to see each other around Christmas. It made more sense for us to visit them. They have a big house. We live in two-and a half rooms in Queens."

Even when the couples didn't speak, their friendship grew. "Leely is one of those kind of people," said Melican. "You might not talk to her for a month or two, but when you do, you know that she's been thinking about you and you're right back where you were the last time you spoke."

However, some things weren't discussed. In 2002, at age 46, Melican discovered that she had a problem with her kidneys. The creatinine level in her blood was high. "I didn't think anything of it until the doctor put me through a series of tests and they all came back negative," she said. Ultimately, the doctor determined that Melican had developed kidney disease from a medication that she had taken several years earlier. "When you take prescription medicine, you never really think about how it's going to affect your organs," she said.

As the years went by, Melican struggled with her problem. She was tired most of the time. "Just getting up in the morning was hard enough," she said. "It was a real effort to go to work." Finding a new kidney was the solution, but no one in her family was a suitable donor. "I'm the youngest of six children and there's a big age gap," said Melican. "My youngest sister is 67 years old. You can only donate a kidney until the age of 65, and you've got to be in really good health."

Melican's husband also wanted to donate his kidney, but he wasn't a good match either. So Melican was placed on a waiting list in New York, the only state where her insurance company would pay for a transplant. "It's a seven-year wait," said Melican. "New York has the longest waiting list of any state in the country." She also realized that she would need to go on dialysis.

But before that happened, she and her husband, Mike, took their annual trip to Indianapolis to visit the Evans family at Christmas. That's when Melican decided

"I wanted to set an example to show my children that this is what you do for other people in the world."

to tell her friend. "She kept it a secret all of those years," said Evans. "I knew she had some issues with her health, but I didn't realize that it was kidney failure."

For the next few months, Evans did some thinking. She had no idea whether or not she would be a suitable donor, but she wanted to help Melican. "I talked to my husband and I did a lot of research to see how I could do this because I had young children," said Evans. "But I also wanted to do this for them. I wanted to set an example to show my children that this is what you do for other people in the world. It's not what you say that matters. It's how you act, your behavior. That's what I want to instill in my children. It's very important to me."

The following summer, Evans, her husband Joe, and their oldest child, Connor, took their first trip to New York to visit Anne and Mike. They went to the beach and while everyone was gathered, Evans told Melican that she wanted to see if their kidneys were a compatible match. Evans knew that it wasn't necessary to be a blood relative to donate an organ. She also knew that if Melican received a kidney from a living person, she had a better chance of recovery. "Usually living donors will only give to their families," explained Evans.

Later that summer, Evans and Melican underwent testing in their respective states, and found out that they were 100 percent compatible. "We matched on everything," said Melican, "which is rare."

But the two friends still had challenges to face. For Evans, it was logistical. She needed to fly halfway across the country to New York two weeks in a row. First, she needed to meet the surgeon and undergo a final organ compatibility check, and then

she was scheduled to do the surgery. "My day-to-day schedule is challenging enough. We have a very busy life," she said. "I have a 9-year-old and a 4-year-old, and I work full-time. Plus, my husband and I work opposite shifts."

For Melican, who was exhausted all the time, it finally became necessary to go on dialysis. In October 2008, she began her treatments three times a week and then twice a week until she had her transplant six months later.

The surgery, which took place April 20, 2009, at North Shore University Hospital in Manhasset, N.Y., went smoothly. Evans' kidney was so healthy the doctors told her that it looked like the organ of a 15-year-old. Nonetheless, her recovery hasn't been easy. "One thing I didn't take into consideration was wearing my duty belt and getting back to work wearing that," said Evans. "I still have back pain in the area where my kidney was taken out."

But, she said, she has no regrets. "My kidney has not only changed Anne

health-wise, she's now so much more outgoing. It's my personality coming out," said Evans with a smile.

In late March, at the CBP Annual Awards Ceremony held in Washington, D.C., Evans was presented with a *Top Humanitarian Award* for her selfless act. Her friend, Melican, was there to cheer her on. "This is about so much more than a kidney," said Evans. "This is about bringing Anne back to life." ■ —Marcy Mason



★ Deputy Commissioner David Aguilar congratulates CBP Officer Leely Evans as he presents her with the *Top Humanitarian Award* at the CBP Annual Awards Ceremony held in Washington, D.C. on March 26.



★ The four friends gather after the CBP Annual Awards Ceremony to celebrate. Standing from left to right are CBP Officer Joe Evans, CBP Officer Leely Evans, Anne Melican and CBP Officer Mike Melican.



## Agencies Provide Tips to Ease Vacation Air Travel

Recent initiatives from CBP and the Transportation Security Administration aim to facilitate summer travel while protecting the homeland against various threats. The two agencies want to educate travelers to make their travel experiences more enjoyable.

CBP issued these reminders for international travelers:

- U.S. citizens traveling abroad must have approved travel documents when returning home.
- The Western Hemisphere Travel Initiative requires U.S. and Canadian citizens, age 16 and older, to present a valid, acceptable travel document that denotes both identity and citizenship when entering the United States by land or sea. U.S. and Canadian citizens under age 16 may present a birth certificate or alternative proof of citizenship when entering by land or sea.
- A radio frequency identification enabled travel document such as a U.S. Passport Card, Enhanced Driver's License/Enhanced Identification Card, or Trusted Traveler Program card expedites entry and makes crossing the border more efficient.
- All nationals or citizens of Visa Waiver Program countries are now required to have an approved Electronic System for Travel Authorization prior to boarding a carrier to travel by air or sea to the United States under the Visa Waiver Program.
- Other programs that facilitate the entry process for international travelers coming into the country to visit, study or conduct legitimate business include Trusted Traveler Programs such as SENTRI, NEXUS and Global Entry. For more information about these programs, please visit [CBP.gov/travel](http://CBP.gov/travel).

### CBP Travel Tips

- **#1**– To avoid fines and penalties for importing prohibited items, familiarize yourself with the “Know Before You Go” section of the CBP website.
- **#2**– Be prepared to declare all items acquired abroad. Prepare for the inspection process before arriving at the inspection booth. Have approved travel documents available for inspection.
- **#3**– Monitor border wait times for various ports of entry. Consult the CBP website for hourly updates when planning trips and identifying periods of light use/short waits. During periods of heavy travel, consider alternative, less heavily traveled entry routes.
- **#4**– Build extra time into the trip in the event exceptionally heavy border-crossing traffic.
- **#5**– Know the difference between goods for personal use versus for commercial use. For more details, visit [CBP.gov/Travel](http://CBP.gov/Travel).
- **#6**– Do not attempt to bring fruits, meats, dairy/poultry products and firewood into the United States from Canada without first checking to see if they are permitted.
- **#7**– During the holiday travel season, expect a thorough inspection process when entering the United States from Canada. CBP officers have the authority to conduct enforcement examinations without a warrant, ranging from a single luggage examination up to and possibly including a personal search.

### Prepare for TSA Screening

- Be prepared and plan ahead for security. Passengers who are prepared for the security process can streamline the process at the checkpoint.

- Since the attempted airplane bombing this past Christmas Day, TSA has accelerated its deployment of advanced imaging technology and expanded the use of explosive trace detection technology.
- Prepare to encounter random security measures at various airport locations. This could include the use of explosive detection to screen carry-on items and hands, as well as explosives detection canine teams, bottled liquid screening technology, behavior detection officers, and advanced imaging technology.
- Highly trained security officers are prepared for the increase in passenger volumes and are dedicated to ensuring safe travel. TSA will be fully staffed and prepared to address the needs of the traveling public this summer.

### TSA Travel Tips

- Speed the screening process by packing carry-ons in an organized manner. This helps officers efficiently see what's inside to quickly process it through screening.
- Learn the rules for liquids and gels, like 3-1-1, and remove shoes and laptops for screening. Find out more about 3-1-1 at [TSA.gov/travelers](http://TSA.gov/travelers).
- TSA has Family Lanes at every security checkpoint for passengers with special needs or those who may need more time to process through the security checkpoint.
- Remember these three simple steps for security:
  - Have your ID and boarding pass out and ready
  - Take off shoes and jackets
  - Take out liquids (in a baggie) and laptops

## Travel Document Requirements for Land Borders Mark 1-Year Anniversary

June 1 marked the first anniversary of the successful implementation of the Western Hemisphere Travel Initiative at all land and sea ports of entry. The requirement is designed to enhance border security and facilitate lawful cross-border travel between the U.S. and Canada and Mexico.

“WHTI is the first fully implemented 9/11 Commission border recommendation designed to enhance security while affording facilitation to legitimate border crossers through the use of technology,” said CBP Commissioner Alan Bersin. “We have already seen a number of cases where new document requirements have led to significant positive results at increasing security at ports of entry.”

The joint Department of State-Department of Homeland Security plan implemented a key 9/11 Commission recommendation to establish document requirements for travelers entering the U.S. who were previously exempt, including citizens of the U.S., Canada and Bermuda.

The initiative requires U.S. and Canadian citizens, age 16 and older, to present a valid, acceptable travel document that denotes both identity and citizenship when entering the U.S. by land or sea. CBP's preliminary analyses indicate that the implementation has had no negative impact on wait times at the land border ports of entry and the national compliance rate has been steady at 95 percent.

WHTI has had a positive impact on specific apprehensions. False claims to U.S. citizenship apprehensions rose 25 percent on the southern border following WHTI implementation on June 1, 2009. The rate of fraudulent documents intercepted at the land border increased by 12 percent compared to the rate in 2008.

Under WHTI, radio frequency identification technology and license plate readers were deployed, on-time and on-budget, to the top 39 high-volume land ports of entry covering approximately 95 percent of land border traffic. These

facilitative technologies are playing an integral role in improving efficiencies.

RFID technology facilitates travel across the land border by allowing traveler information to be pre-positioned for the CBP officer as a vehicle approaches primary inspection. Processing travelers with RFID documents is 60 percent faster than processing documents that are not RFID-enabled.

More than 5 million WHTI-compliant and RFID-enabled documents have been issued. CBP continues to strongly encourage travelers to obtain RFID-enabled travel document to expedite their entry and to help make the borders more efficient.

The WHTI RFID technology and license plate readers have also been installed at U.S. Border Patrol checkpoints and will soon be installed at CBP outbound operations sites.

For more information, please visit [www.getyouhome.gov](http://www.getyouhome.gov).

## CBP Reminds U.S.-Bound Travelers from Visa Waiver Program Countries to Complete Online Travel Authorization

U.S. Customs and Border Protection reminds U.S.-bound travelers from Visa Waiver Program countries to register through the Electronic System for Travel Authorization prior to traveling to the United States. On March 20, CBP ended its 60-day transition to enforced ESTA compliance for air carriers; VWP travelers without an approved ESTA may not be allowed to board U.S.-bound aircraft.

ESTA is an electronic travel authorization that all citizens of VWP countries must obtain prior to boarding a carrier to travel by air or sea to the United States under the VWP. ESTA has been mandatory since Jan. 12, 2009, for

all nationals of VWP countries traveling to the United States under the VWP. The requirement does not affect U.S. citizens returning from overseas or citizens of VWP countries traveling on a valid U.S. visa.

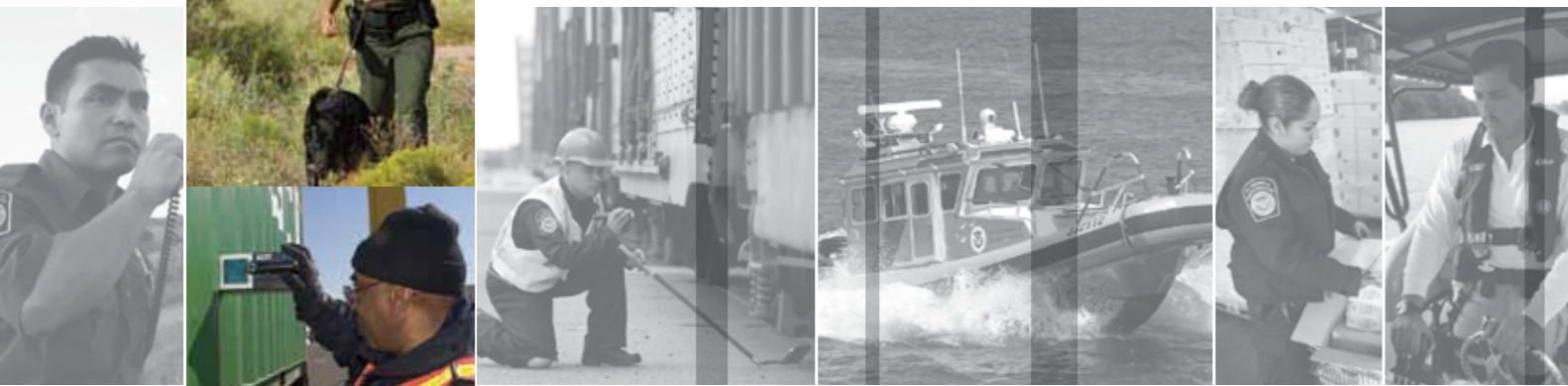
ESTA applications may be submitted at any time prior to travel, and once approved, generally are valid for up to two years or until the applicant's passport expires, whichever comes first. Authorizations are valid for multiple U.S. entries. The Department of Homeland Security recommends that ESTA applications be submitted as soon as an applicant begins making travel plans.

VWP travelers are required to log onto the official ESTA website and complete an on-line application. The Web-based system



prompts applicants to answer basic biographic and eligibility questions typically requested on a paper I-94W form; ESTA is expected to completely replace the paper I-94W in the coming months. A third party, such as a relative, a friend, or a travel agent, may submit an application on behalf of a VWP traveler.

For more information, visit [CBP.gov/ESTA](http://CBP.gov/ESTA).



WE ARE

# AMERICA'S FRONTLINE

- vigilance
- service to country
- integrity

**Talking about border security, terrorism and smuggling is one thing. Living it is completely different.**

As law enforcement professionals with U.S. Customs and Border Protection (CBP), we serve on the border, at ports of entry and stations across the United States. We are responsible for wide-ranging missions that protect our nation's borders from terrorism, drug smuggling and agricultural pests, while facilitating the flow of legitimate travel and trade. We are America's Frontline. Join us.

Visit [CBP.gov](http://CBP.gov) to learn more.

## CBP Intercepts Tiny Pests Not Seen Before in U.S.

U.S. Customs and Border Protection collected two insects during separate examinations that had never before been reported in the United States, according to the U.S. Department of Agriculture.

A CBP agriculture specialist collected a flat bug known as *Neuroctenus longiventris* in a shipment of pineapples. This is a first-in-the-nation interception.

"The meticulous examination of produce and other agriculture-related commodities is vitally important to the protection of our own crops and agriculture industry," said Jeffrey O. Baldwin Sr., CBP Houston field operations director. "Our agriculture specialists are diligent in their examinations, carefully combing through leaves, stems, and produce parts searching

for any microscopic movement or debris that, if allowed to enter, could devastate our farms and forests."

On March 8, CBP agriculture specialists collected 10 wood-boring beetles from wood packing material associated with cargo arriving to Houston. The pests were sent for identification at USDA, which determined that one species of beetle, the *Brachytemnus porcatus*, had never before been intercepted or recorded in the United States.

The *Brachytemnus porcatus* is a member of the Curculionidae family. As a safeguard, the wood packing material and its



associated cargo were fumigated and re-exported to Italy. The tiny bug, measuring less than 11 millimeters, was found among pineapples arriving from Costa Rica. This pest, a *Neuroctenus longiventris* Kormilev, was collected and digital images sent to USDA for identification. It was confirmed March 4 that this interception is the first such occurrence for this insect in the country.

The *Neuroctenus longiventris* is of the Aradidae family and is considered a serious agricultural plant pest. The pineapples were fumigated and allowed entry to the U.S. ■

## CBP Specialists Seize Number of Banned Items

Customs and Border Protection agriculture specialists educated passengers who arrived at Washington-Dulles International Airport recently that some things just aren't allowed into the United States.

One passenger arrived on Sunday from Vietnam with two boxes, about two pounds, of prepackaged birds nest. Birds nest is an edible nest made usually by cave swifts, and is an Asian delicacy made into soup broth. However, birds nest poses potential threats, such as exotic Newcastle disease and the highly pathogenic avian influenza (H5N1).

Another passenger arrived from Brazil with about 60 pounds of raw beef and about 11 pounds of raw chicken. These meat products pose potential threats, such as foot and mouth disease and exotic Newcastle disease, to American livestock.

CBP didn't fine either traveler since both claimed possessing the inadmissible products, however CBP did fine one traveler who repeatedly denied possessing about four pounds of dried beef. That traveler, from Ethiopia, had to pay a \$300 fine.

"Customs and Border Protection continually faces two kinds of travelers, those who don't know an agriculture product is prohibited and those who do know, yet still attempt to bring it into the U.S.," said Christopher Hess, CBP port director for the Port of Washington, D.C. "It is the latter group that concerns us most because they are deliberately concealing products that potentially pose significant threats to the American agriculture industry."

All agriculture products were



incinerated. CBP officers also seized a necklace after U.S. Fish and Wildlife confirmed that the necklace was made of ivory. CBP officers initially detained the necklace during a baggage inspection of a traveler from Germany.

Travelers are encouraged to visit CBP's Travel website at [www.cbp.gov/travel](http://www.cbp.gov/travel) to learn which items are admissible and inadmissible to the United States. ■

# Border Busts



## Smugglers Abandon \$1/2 Million in Marijuana Near Rio Grande

HIDALGO, Ariz. — U.S. Border Patrol agents assigned to the McAllen Station

seized nine bundles of marijuana near Hidalgo.

Agents on patrol along the Rio Grande River observed a black Chevy Blazer by the river's edge that appeared to be abandoned. When they approached the vehicle to investigate further, agents noticed a group of men swimming south toward Mexico.

Visible within the vehicle were three bundles. A subsequent search along the riverbank revealed six additional bundles. In total, 623 pounds of marijuana with a value of \$498,400 were seized.

Combined with a separate seizure, the two-day total in Hidalgo is valued at more than \$1 million. The Drug Enforcement Administration assumed custody of the narcotics.



## Marijuana Found Hidden in Portable Toilet

EAGLE PASS, Texas — Border Patrol agents assigned to the Eagle Pass station seized nearly \$200,000 worth of marijuana found stuffed inside portable toilets being transported in a pickup truck.

The driver of a 1996 Dodge pickup was being questioned regarding his citizenship, a service canine alerted to the cargo area of the vehicle. The driver was directed to the secondary inspection area where he consented to a search of the pickup.

The bed of the truck contained two portable toilets. Inside the toilets agents found 20 bundles of marijuana, totaling 241.92 pounds, valued at \$193,536. The driver, a 35-year-old Eagle Pass man, was turned over to the Drug Enforcement Administration, along with the pickup and marijuana.



## CBP Seizes Fake DVDs at California Border

OTAY MESA, Calif. — U.S. Customs and Border Protection officials seized a truckload of more than 6,300

counterfeit DVDs at the Otay Mesa cargo export facility.

A CBP officer processing trucks exporting cargo from the United States to Mexico pulled aside a shipment of DVD movies.

Upon closer inspection of the DVDs, the officer suspected that they could be counterfeit and pulled a sample for review by a CBP import specialist. There were several DVD trademarks on the movie cartons, but they appeared to be of very poor quality.

The import specialist determined that all 6,372 movies were, in fact, counterfeit and had no legal authority to include the trademarked "DVD" logo. CBP seized the 215 boxes of movies — representing a domestic value of \$16,747 and a manufacturer's suggested retail price of \$44,604.



## CBP Officers Seize Weapons and Ammunition

CBP officers at the Mariposa Port of Entry in Nogales, Mexico, were conducting

outbound screening of travelers headed to Mexico when they directed a passenger vehicle to stop for inspection. The driver of the vehicle ignored the officer's commands and sped away toward Mexico. The driver was unable to maneuver past a barricade and abandoned the vehicle in an attempt to flee to Mexico. Officers apprehended the suspect before he crossed the border. A search of the vehicle revealed 10 AK-47 assault rifles, 70 AK-47 assault rifle magazines, 5,610-rounds of high caliber ammunition, six bayonets and other weaponry and accessories. The suspect, a 49-year-old man from Sonora, Mexico, was present in the U.S. without immigration documents.

CBP officers seized the weapons, ammunition, and vehicle. The man was turned over to Immigration and Customs Enforcement for further investigation.

# The Mexican-American War Brings Regulation on Drug Importation



★ Concerns over medicine given to soldiers during the Mexican American War brings the first federal drug law and expands the role of Customs in assuring the purity of drugs. Painting by Carl Nebel of the Battle of Palo Alto during the Mexican-American War, published in *The War Between the United States and Mexico*, Illustrated (1851)

Today CBP plays an important role in preventing the importation of fraudulent prescription and nonprescription drugs and medical devices into the United States. These include unorthodox “cures” for medical conditions. The how and why the federal government first took on this responsibility dates to an important chapter in American history and was originally delegated to Customs inspectors, whose modern day successors are CBP officers.

From the founding of the nation and

throughout the first half of the 19th century, drugs were not regulated by the federal government. Problems with drug impurity were episodic, and when occurring, they were usually contained within a state or a region. The usual reaction to a case involving impure or bogus medicine was a call for reform at state houses with individual states instituting laws governing aspects of drug manufacture and trade, but these regulations were spotty at best. The situation changed during the Mexican-American War, which began in 1846 and

ended in 1848.

During the course of the war, 1,773 Americans were killed in action with an additional 13,271 dying from other causes. This high number of collateral casualties shocked the nation, and calls came from across America for an investigation. Although the high death rate had many contributing factors from compromised food provision and poor living conditions to infectious diseases, public outrage focused on the medical care given to soldiers. It was concluded that adulterated drugs supplied to

the Army had caused the large numbers of deaths among soldiers.

This enraged the public, and the outcry led Congress to pass the Drug Importation Act of 1848, the first federal drug law. It was very limited in scope and addressed only the purity of drugs imported into the United States. Congress charged Customs with enforcing the law. Special examiners were appointed at six major ports of entry—New York, Boston, Philadelphia, Baltimore, Charleston, and New Orleans. They checked the “quality, purity, and fitness for medical purposes” of imported drugs using the major pharmacopoeias (publications describing drugs) and dispensaries for standards. The law offered examiners an annual salary of \$1,000. Collectors at other ports were authorized to secure the services of “some reasonable person” to test the purity of drugs. A year later, the New York examiner received a pay increase of \$2,000 per year and was authorized to hire a clerk. It was not until 1856 that Congress authorized the first special examiner on the west coast at the San Francisco port.

The law was initially successful, but after two years its effectiveness was soon undercut by political cronyism that filled the special examiner posts with unqualified personnel. A lack of proper enforcement at some ports also arose from ineffective standards and methods of analysis. During the Lincoln administration, Dr. Edward R. Squibb, a physician and founder of a drug company, lobbied for stricter enforcement of the law. He presented a letter in person to the Treasury Department, which oversaw Customs during the 19th century. Unfortunately his efforts did not change practice, and Treasury Secretary Salmon Chase and his successors continued to exercise political prerogative in the appointment of examiners. The Drug Enforcement Act stayed on the books, but was only a paper tiger in policing the international drug trade.

Beginning in the 1870s, Congress allowed the Treasury Department to establish independent standards for drug purity under its authority to examine goods provided by tariff legislation. This



★ The Drug Importation Act was signed into law on June 26, 1848, by President James K. Polk.

change increased incentives to enforce drug quality regulations. In 1884, the Treasury Department revised the general regulations under the Customs and Navigation Laws which dictated how Customs officials would implement the law. The general regulations established percentages and “strength[s] being permissible as safe and proper for medicine and useful for chemical manufacturing.” Among the substances listed were opium “when affording nine percent of pure morphine” and cinchona bark “when affording one percent of pure quinine.”

Shortly after the turn of the 20th century, Congress passed the Biologics Control Act to ensure purity and safety of serums, vaccines, and similar products used

to prevent or treat diseases in humans. This act was part of a larger reform movement that was examining not just drugs, but also food processing.

A new era was also arriving in federal service that improved enforcement. The assassination of President James Garfield by a disgruntled job seeker in 1883 prompted the implementation of the federal civil service, which transformed Customs inspectors and examiners from recipients of patronage to professionals who were placed in their positions because they possessed the requisite knowledge and skill to perform their duties.

By 1890, the position of special examiner of drugs was being phased out. The final appointment of a special examiner of drugs occurred on Dec. 1, 1897, and by this time, the appointee was chosen for “his breadth of knowledge in pharmacology, botany, and pharmaceutical chemistry.” As special examiner positions were vacated, they were replaced by examiner-chemists.

The roles of the examiner-chemists were once again expanded substantially by new tariff legislation. With this development also came the need for standardization, and in 1916, Customs held its first Conference of Chiefs of Customs Laboratories. This conference called for a host

of reforms, including a central clearing house, better sampling procedures, a methods manual, and civil service status for all laboratory personnel.

Unfortunately, another war derailed the momentum of reform, but incremental improvements were achieved during World War I and throughout the 1920s. A second conference of chief chemists was held in 1931, which renewed the reform movement. In 1935, the position of consulting chemist to the secretary of the Treasury was created. This was followed by the establishment of a division of laboratories in 1936. This reorganization removed the laboratories from the jurisdiction of the appraisers and collectors and ushered in an era of modern and standardized practices that CBP continues today. ■

—By David D. McKinney, Ph. D.

# RESOURCES

## NEED ANSWERS?

CBP has over 600 answers to your most frequently asked questions, as well as a few that aren't so common. Please use this page to research the information you need. If you do not find it, or have additional questions, you will then be given an opportunity to send us a question.

<https://help.cbp.gov/app/answers/list>

## U.S. PORTS OF ENTRY

Locate a Port of Entry - Air, Land, or Sea.

<http://www.cbp.gov/xp/cgov/toolbox/ports>

## TRAVEL INFORMATION

CBP provides helpful information about the entry process, travel program and more for U.S. citizens and international visitors.

<http://www.cbp.gov/travel>

## TRADE INFORMATION

CBP provides information and resources to the trade community about basic importing and exporting, cargo security and more.

<http://www.cbp.gov/trade>

## CAREERS WITH CBP

If you are interested in a career with CBP, check out the "Careers" Web site for more information.

<http://www.cbp.gov/careers>

## HELPFUL WEB SITES:

U.S. Department of Homeland Security - [www.dhs.gov](http://www.dhs.gov)

DHS TRIP - [www.dhs.gov/trip](http://www.dhs.gov/trip)

U.S. Customs and Border Protection - [www.cbp.gov](http://www.cbp.gov)

Transportation Security Administration - [www.tsa.gov](http://www.tsa.gov)

Federal Emergency Management Agency - [www.fema.gov](http://www.fema.gov)

U.S. Citizenship and Immigration Services

- I-551, Permanent Resident Card ("Green Card") [www.uscis.gov](http://www.uscis.gov)

U.S. Immigration and Customs Enforcement - [www.ice.gov](http://www.ice.gov)

United States Coast Guard - [www.uscg.mil](http://www.uscg.mil)

U.S. State Department

- Passports - [www.travel.state.gov/passport](http://www.travel.state.gov/passport)
- Visas - [www.travel.state.gov/visa](http://www.travel.state.gov/visa)
- Visa Waiver Program - [www.travel.state.gov/visa](http://www.travel.state.gov/visa)
- Cultural property - [www.exchanges.state.gov/culprop](http://www.exchanges.state.gov/culprop)

United States Department of Agriculture/APHIS

- Birds - [www.aphis.usda.gov/subjects/animal\\_health](http://www.aphis.usda.gov/subjects/animal_health)



# *In Memoriam*



*In honor of CBP employees  
who have died in the line of duty*

**2009** Cruz C. McGuire  
Robert W. Rosas, Jr.

**2008** Luis A. Aguilar  
Jarod Dittman

**2007** Julio E. Baray  
Eric Cabral  
Richard Goldstein  
Ramon Nevarez, Jr.  
Robert Smith  
Clinton B. Thrasher  
David J. Tourscher

**2006** Nicholas D. Greenig  
David N. Webb

**2004** Travis Attaway  
George DeBates  
Jeremy Wilson

**2003** James P. Epling



*For a historic listing honoring federal personnel who gave their lives  
while securing U.S. borders, please visit [CBPgov/inmemorium](http://CBPgov/inmemorium)*

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automated Global Entry kiosk and you're on your way. No more paperwork. No more passport lines. Just easy, expedited U.S. entrance. For more information and to apply online, go to [www.globalentry.gov](http://www.globalentry.gov). It's that simple. So if you're a frequent international flyer, what are you waiting for? Apply for Global Entry today!

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