Transportation Checks and Roving Enforcement

First Semiannual, Fiscal Year 2022

December 7, 2022

Fiscal Year 2022 Report to Congress

Homeland Security

U.S. Customs and Border Protection

Message from the Acting Deputy Commissioner of CBP

December 7, 2022

I am pleased to submit the following first semiannual report for Fiscal Year (FY) 2022, "Transportation Checks and Roving Enforcement," which was prepared by U.S. Customs and Border Protection (CBP).

This report was compiled pursuant to direction set forth in House Report 117-87, which accompanies the FY 2022 Department of Homeland Security Appropriations Act (P.L. 117-103). The report provides a description of CBP authorities governing enforcement actions relating to roving patrol stops and requested statistics for October 1, 2021, through March 31, 2022.

Pursuant to congressional requirements, this report is provided to the following Members of Congress:

> The Honorable Lucille Roybal-Allard
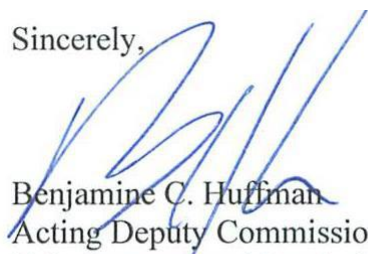> Chairwoman, House Appropriations Subcommittee on Homeland Security
>
> The Honorable Chuck Fleischmann
> Ranking Member, House Appropriations Subcommittee on Homeland Security
>
> The Honorable Chris Murphy
> Chair, Senate Appropriations Subcommittee on Homeland Security
>
> The Honorable Shelley Moore Capito
> Ranking Member, Senate Appropriations Subcommittee on Homeland Security

I would be pleased to respond to any questions that you may have. Please do not hesitate to contact my office at (202) 344-2001.

Sincerely,

Benjamine C. Huffman
Acting Deputy Commissioner
U.S. Customs and Border Protection

Executive Summary

This report includes the number of recorded roving patrol stops and transportation check and checkpoint statistics by U.S. Border Patrol Sector for October 1, 2021, through March 31, 2022, as well as a description of CBP policies governing enforcement actions of this nature.

Transportation Checks and Roving Enforcement
First Semiannual, Fiscal Year 2022

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I. Legislative Language

This document was compiled pursuant to direction set forth in House Report 117-87, which accompanies the Fiscal Year (FY) 2022 Department of Homeland Security (DHS) Appropriations Act (P.L. 117-103).

House Report 117-87 states:

> Reporting Requirements.—CBP shall continue to follow the directives in the explanatory statement accompanying Public Law 116– 6 related to the following, including the previously directed timeframes unless otherwise specified: …
>> (7) Checkpoint, transportation check, and roving patrol stop operations, to include a timeline for full compliance with reporting directives; …

The Joint Explanatory Statement accompanying the FY 2019 DHS Appropriations Act (P.L. 116-6) states:

> The conferees direct CBP to provide the Committees with data pertaining to the number and efficacy of roving patrol stops and to release this data publicly on a semiannual basis, including a description of CBP policies governing enforcement actions of this nature; the total number of roving patrol stops made by CBP personnel, including the number resulting in arrest; and the date, location, duration, type of, and reason for each roving patrol stop and each resulting arrest. All personally identifiable information about specific individuals shall be redacted from these reports.

II.   Background

U.S. Border Patrol (USBP), a component of U.S. Customs and Border Protection (CBP), is responsible for securing the U.S. borders between ports of entry. To secure the borders, USBP uses a layered approach, which includes patrolling the border itself and nearby areas, including populated areas, where undocumented individuals can fade quickly into the general population. Additional approaches to securing the border include roving patrols and operating both permanent and temporary checkpoints.

Roving patrols are an integral part of USBP's in-depth defense strategy and are intelligence-driven, targeted enforcement actions, designed to contribute to CBP's goal of securing U.S. borders. Roving patrols contribute to disruption and degradation of transnational criminal organizations by targeting enforcement efforts against the highest priority threats. Roving patrols also enhance situational awareness and instill safety in the traveling public and nearby communities.

In the maritime environment, Air & Marine Operations (AMO), another component of CBP, stops and boards vessels, generally within 12 nautical miles of the U.S. coast, exercising authorities under Title 19 U.S. Code (U.S.C.) § 1581, Boarding Vessels-, and Title 19 U.S.C. § 1587 Examination of Hovering Vessels. Most of these stops occur as part of interdiction efforts in Southern California, the Caribbean, and South Florida, but also in the Great Lakes, in the Puget Sound, and on the Gulf Coast. In the air environment, AMO fosters a positive relationship between the general aviation community and law enforcement partners through intelligence-based targeting and pilot interactions. AMO agents and officers may exercise authorities under Title 14 of the Code of Federal Regulations §§ 61.3(1) and 91.203, as well as Title 49 of the U.S. Code § 44103(d), to inspect a pilot's operating certificate and related aircraft documents in conjunction with an individual's operation of an aircraft, regardless of an aircraft's connection to the border.

III. Data Report

A. Roving Patrol Stops

Roving patrol stops and associated investigative data are logged and maintained in the Intelligent Computer-Assisted Detection (ICAD) suite of applications. Border Patrol agents (BPA) and support personnel, such as law enforcement communications assistants, enter pertinent operational and administrative data associated with roving patrol stops into the ICAD system. Examples of pertinent data include each instance of a requested record check, roving patrol stop, detection, apprehension, or seizure. These data points are required entries into ICAD, per agency policy. In addition to the ICAD suite of applications, apprehension and seizure data are logged into the e3 application, which is CBP's system of record for these subsets of operational data.

This report covers the first half of FY 2022 (October 1, 2021, to March 31, 2022).

Table 1					
Roving Patrol Stops *October 1, 2021 – March 31, 2022*					
Sector	**Roving Patrol Stops**	**Average Duration in Minutes**	**e3 Events**	**Apprehensions Deportable**	**Total Encounters**
Big Bend Sector, Texas (BBT)	3,770	18.46	160	150	989
Blaine Sector, Washington (BLW)	244	14.59	5	7	10
Buffalo Sector, New York (BUN)	7	22.65	4	8	9
Del Rio Sector, Texas (DRT)	3,557	14.33	401	362	2,261
Detroit Sector, Michigan (DTM)	155	5.24	2	4	4
El Centro Sector, California (ELC)	1,498	6.36	105	53	432
El Paso Sector, Texas (EPT)	3,208	11.1	154	91	896
Grand Forks Sector, North Dakota (GFN)	117	11.41	1	7	8
Houlton Sector, Maine (HLT)	344	7.75	4	167	16
Havre Sector, Montana (HVM)	109	7.21	8	17	26
Laredo Sector, Texas (LRT)	7,637	6.05	104	85	604

Table 1

Roving Patrol Stops
October 1, 2021 – March 31, 2022

Sector	Roving Patrol Stops	Average Duration in Minutes	e3 Events	Apprehensions Deportable	Total Encounters
Miami Sector, Florida (MIP)	39	22.34	5	17	19
New Orleans Sector, Louisiana (NLL)	29	14.36	24	28	52
Rio Grande Valley Sector, Texas (RGV)	13,336	13.15	300	269	1,429
Ramey Sector, Puerto Rico (RMY)	332	2.55	4	14	16
San Diego Sector, California (SDC)	2,147	2.92	500	309	2,045
Spokane Sector, Washington (SPW)	353	16.37	0	0	0
Swanton Sector, Vermont (SWB)	220	14.14	19	36	58
Tucson Sector, Arizona (TCA)	5,530	13.34	1034	1,179	5,572
Yuma Sector, Arizona (YUM)	856	17.4	83	216	322
Totals	**43,488**	**12.09**	**2,917**	**3,019**	**14,768**

Data in the table are drawn from ICAD and e3 data sets. The Roving Patrol Stops column reflects the total number of agent dispatch events related to roving patrol investigative activity. Examples of investigative activity include agent requests for vehicle registration and criminal or border-crossing database information. Therefore, the total number of agent dispatches does not reflect the total number of roving patrol stops initiated by BPAs during this reporting period. Dispatch duration is determined by time-stamped updates, which indicate that the reporting agent resolved an investigative action or engaged in additional investigative activity.

Instances of investigative activity that result in a seizure or apprehension require creation of a record in e3. These instances are associated with unique e3 event identifiers in the ICAD data. An e3 number is an incident-level record, where single or multiple apprehended individuals or seized item data are logged. Therefore, associated e3 event numbers were referenced in determining the total number of individuals apprehended. The reason for stops resulting in arrests is recorded within the e3 event record, whether by the charge code or within the narrative format.

B. Use-of-Force Incidents

The Enforcement Action Statistical Analysis and Reporting system does not capture a "roving patrol stop" as a data point within a use-of-force and/or assault incident. Therefore, a statistical analysis query cannot be created to correlate uses of force and assaults to roving patrol stops. Additionally, USBP does not capture citizenship of apprehended individuals on the basis of post-secondary inspections at checkpoints. However, CBP does publish use-of-force data on its public website at https://www.cbp.gov/newsroom/stats/cbp-use-force.

C. Checkpoints

Immigration checkpoints are a significant component of USBP's in-depth defense strategy. Securing the borders by using interior checkpoints and transportation checks, along with coordinated enforcement operations, is critical in carrying out USBP's mission. Placing checkpoints in strategic locations increases USBP's ability to deter, detect, and interdict illegal activity in routes of egress. Use of canine teams and technology significantly has enhanced agents' abilities to detect, identify, and interdict narcotics and undocumented individuals at checkpoints.

Please see the following tables for statistics on checkpoints. The date range is for the first half of FY 2022 (October 1, 2021, to March 31, 2022).

Table 2 USBP Checkpoints		
Sector	**Fixed**	**Tactical Ready***
BBT	4	24
DRT	5	13
ELC	2	3
EPT	7	11
LRT	5	9
RGV	2	3
SDC	6	19
TCA	0	22
YUM	3	7
Southwest Border (SB) Total	**34**	**111**
BLW	0	7
BUN	0	4
HLT	0	7
SWB	1	60
Northern Border (NB) Total	**1**	**78**
Totals	**35**	**189**

 *Not all tactical-ready checkpoints are currently in operation.

Table 3

USBP Nationwide Transportation Check* Apprehensions, Drugs in Pounds, Money, and Firearm Seizures Not at a Checkpoint from October 1, 2021 – March 31, 2022
Apprehensions Data Include Deportable and Nondeportable Individuals

Deportable Individuals	80
Nondeportable Individuals	295
Marijuana (in pounds (lbs.))	0.11
Other (in lbs.)	0
Total Drugs	0.11
Money	0
Firearms	0

*Transportation Check includes the following Arrest/Seize Method Code - Descriptions:
- TCA - Transportation Check Aircraft,
- TCB - Transportation Check Bus,
- TCF - Transportation Check Freight Train, and
- TCP - Transportation Check Passenger Train.

Table 4

USBP Nationwide Criminal Apprehensions at Checkpoints

Fiscal Year	Apprehensions
FY 2022 (October 1, 2021 – March 31, 2022)	213

Table 5

	USBP Checkpoint Apprehensions Data include Deportable and Nondeportable Individuals		
Border	**Sector**	**Deportable**	**Nondeportable**
SB	BBT	462	1,457
	DRT	169	921
	ELC	76	200
	EPT	221	1,823
	LRT	525	3,650
	RGV	743	2,733
	SDC	98	562
	TCA	173	630
	YUM	22	24
SB Total		**2,489**	**12,000**
NB	BLW	0	0
	BUN	0	0
	DTM	0	0
	GFN	0	0
	HLT	0	0
	HVM	0	0
	SPW	0	0
	SWB	11	8
NB Total		**11**	**8**
Coastal Border (CB)	MIP	0	0
	NLL	0	0
	RMY	0	0
CB Total		**0**	**0**
Nationwide Total		**2,500**	**12,008**

Table 6

USBP Nationwide Checkpoint Apprehensions and Property Seizures
October 1, 2021 – March 31, 2022
Apprehension Data Includes Deportable Migrants Only

Border	Sector	Apprehensions	Drugs (lbs.)	Money	Firearms
SB	BBT	462	1,098.05	$34,910	14
	DRT	169	110.51	$1,937	11
	ELC	76	502.16	$2,440	3
	EPT	221	522.05	$42,600	9
	LRT	525	786.12	$31,858	12
	RGV	743	1,034.35	$132,872	38
	SDC	98	1,014.07	$22,922	18
	TCA	173	130.04	$26,860	27
	YUM	22	43.04		0
SB Total		**2,489**	**5,240.39**	**$296,399**	**132**
NB	BLW	0	0	0	0
	BUN	0	0	0	0
	DTM	0	0	0	0
	GFN	0	0	0	0
	HLT	0	0	0	0
	HVM	0	0	0	0
	SPW	0	0	0	0
	SWB	11	0	0	0
NB Total		**11**	**0**	**$0**	**0**
CB	MIP	0	0	0	0
	NLL	0	0	0	0
	RMY	0	0	0	0
CB Total		**0**	**0.00**	**$0.00**	**0**
Nationwide Total		**2,500**	**5,240.39**	**$296,399**	**132**

AMO Vessel Boardings and General Aviation Encounters

Table 7				
AMO Maritime Operations *October 1, 2021 – March 31, 2022*				
Region	**Branch**	**Missions**	**Underway Hours**	**Boardings**
Northern Region (NR)	Bellingham Air & Marine Branch	114	604	4
	Great Lakes Air & Marine Branch	213	1,042	7
NR Total		**327**	**1,646**	**11**
Southeast Region (SER)	Houston Air & Marine Branch	75	428	14
	Jacksonville Air & Marine Branch	298	1,695	35
	Miami Air & Marine Branch	929	5,110	206
	New Orleans Air & Marine Branch	164	928	36
	Caribbean Air & Marine Branch	613	2,451	10
SER Total		**2,079**	**10,612**	**301**
Southwest Region (SWR)	McAllen Air & Marine Branch	232	1,076	8
	San Diego Air & Marine Branch	429	2,413	14
SWR Total		**661**	**3,489**	**22**
Nationwide Total		**3,067**	**15,747**	**334**

Table 8				
AMO Boardings Resultant Apprehensions, Arrests, and Seizures *October 1, 2021 – March 31, 2022*				
Region	**Branch**	**Apprehensions**	**Arrests**	**Seized Vessels**
NR	Bellingham Air & Marine Branch	17	2	3
	Great Lakes Air & Marine Branch	0	1	1
NR Total		**17**	**3**	**4**
SER	Houston Air & Marine Branch	0	1	0
	Jacksonville Air & Marine Branch	0	1	0
	Miami Air & Marine Branch	962	5	11
	New Orleans Air & Marine Branch	0	0	0
	Caribbean Air & Marine Branch	5	4	3
SER Total		**967**	**11**	**14**
SWR	McAllen Air & Marine Branch	5	4	2
	San Diego Air & Marine Branch	15	2	4
SWR Total		**20**	**6**	**6**
Nationwide Total		**1,004**	**20**	**24**

Table 9		
AMO General Aviation Encounters *October 1, 2021 – March 31, 2022*		
Region	**Branch**	**Encounters**
SER	Houston Air & Marine Branch	1
	Caribbean Air & Marine Branch	4
	Jacksonville Air & Marine Branch	2
	Miami Air & Marine Branch	4
SER Total		**11**
National Air Security Operations (NSO)	Corpus Christi	1
NASO Total		**1**
Headquarters & Centers	National Air Training Center – Oklahoma City	1
Headquarters & Centers		**1**
	Laredo Air Branch	26
	Tucson Air Branch	1
SWR Total		**27**
Nationwide Total		**40**

IV. Conclusion

CBP is committed to securing the Nation's borders within its legal authorities. Roving patrols and checkpoints are essential methods utilized in CBP's border enforcement strategy to increase situational awareness and to impede and respond to illicit crossborder traffic.

V.   Appendix: List of Abbreviations

Abbreviation	Definition
AMO	Air & Marine Operations
BBT	Big Bend Sector, Texas
BLW	Blaine Sector, Washington
BPA	Border Patrol Agent
BUN	Buffalo Sector, New York
CB	Coastal Border
CBP	U.S. Customs and Border Protection
DHS	Department of Homeland Security
DRT	Del Rio Sector, Texas
DTM	Detroit Sector, Michigan
ELC	El Centro Sector, California
EPT	El Paso Sector, Texas
FY	Fiscal Year
GFN	Grand Forks Sector, North Dakota
HLT	Houlton Sector, Maine
HVM	Havre Sector, Montana
ICAD	Intelligent Computer-Assisted Detection
lbs	pounds
LRT	Laredo Sector, Texas
MIP	Miami Sector, Florida
NASO	National Air Security Operations
NB	Northern Border
NR	Northern Region
NLL	New Orleans Sector, Louisiana
RGV	Rio Grande Valley Sector, Texas
RMY	Ramey Sector, Puerto Rico
SB	Southwest Border
SDC	San Diego Sector, California
SER	Southeast Region
SPW	Spokane Sector, Washington
SWB	Swanton Sector, Vermont
SWR	Southwest Region
TCA	Tucson Sector, Arizona
U.S.C.	U.S. Code
USBP	U.S. Border Patrol
YUM	Yuma Sector, Arizona