



Transportation Checks and Roving Enforcement

Second Semiannual, Fiscal Year 2022

February 24, 2023

Fiscal Year 2022 Report to Congress



**Homeland
Security**

U.S. Customs and Border Protection

Message from the Acting Deputy Commissioner of CBP

February 24, 2023

I am pleased to submit the following report, “Transportation Checks and Roving Enforcement, Second Semiannual, Fiscal Year 2022,” 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 April 1, 2022, through September 30, 2022.



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

The Honorable Dave Joyce
Chair, House Appropriations Subcommittee on Homeland Security

The Honorable Henry Cuellar
Ranking Member, House Appropriations Subcommittee on Homeland Security

The Honorable Chris Murphy
Chair, Senate Appropriations Subcommittee on Homeland Security

The Honorable Katie Britt
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 Digitally signed by
BENJAMINE C HUFFMAN
Date: 2023.02.23 17:07:41
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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 April 1, 2022, through September 30, 2022, as well as a description of CBP policies governing enforcement actions of this nature.



Transportation Checks and Roving Enforcement Second 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 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, along with populated areas, where undocumented individuals can fade quickly into the general population. Additional approaches to border security 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 high-priority threats. Roving patrols also enhance situational awareness and instill safety in the traveling public and nearby communities.

In maritime environments, Air and 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 waters of the Pacific Northwest, 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 under Title 49 U.S.C. § 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 requested record checks, roving patrol stops, 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 second half of FY 2022 (April 1, 2022, to September 30, 2022).

Table 1					
Roving Patrol Stops					
<i>April 1, 2022 – September 30, 2022</i>					
Sector	Roving Patrol Stops	Average Duration in Minutes	e3 Events	Apprehensions Deportable	Total Encounters
Big Bend Sector, Texas (BBT)	3,700	19.99	97	179	530
Blaine Sector, Washington (BLW)	305	13.57	10	21	28
Buffalo Sector, New York (BUN)	5	8.35	3	8	9
Del Rio Sector, Texas (DRT)	4,203	14.79	360	378	1,892
Detroit Sector, Michigan (DTM)	410	5.47	3	8	11
El Centro Sector, California (ELC)	1,724	7.47	107	81	448
El Paso Sector, Texas (EPT)	3230	10.4	191	197	1,379
Grand Forks Sector, North Dakota (GFN)	129	14.45	0	0	0
Houlton Sector, Maine (HLT)	571	8.53	13	44	52
Havre Sector, Montana (HVM)	161	8.11	8	13	21
Laredo Sector, Texas (LRT)	7,606	7.2	101	78	492

Table 1					
Roving Patrol Stops					
<i>April 1, 2022 – September 30, 2022</i>					
Sector	Roving Patrol Stops	Average Duration in Minutes	e3 Events	Apprehensions Deportable	Total Encounters
Miami Sector, Florida (MIP)	86	21.76	15	31	31
New Orleans Sector, Louisiana (NLL)	33	15.54	32	52	84
Rio Grande Valley Sector, Texas (RGV)	10,473	13.57	390	340	1,745
Ramey Sector, Puerto Rico (RMY)	314	2.93	2	4	7
San Diego Sector, California (SDC)	2,882	2.86	644	376	2,703
Spokane Sector, Washington (SPW)	523	15.46	1	4	4
Swanton Sector, Vermont (SWB)	363	16.53	62	175	238
Tucson Sector, Arizona (TCA)	6,759	10.54	1,701	2,666	9,319
Yuma Sector, Arizona (YUM)	1,135	14.94	91	259	336
Totals	44,612	11.38	3,831	4,914	19,329

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 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 second half of FY 2022 (April 1, 2022, to September 30, 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 April 1, 2022 – September 30, 2022 <i>Apprehensions Data Include Deportable and Nondeportable Individuals</i>	
Deportable Individuals	181
Nondeportable Individuals	611
<i>Marijuana (in pounds (lbs.))</i>	0
<i>Other (in lbs.)</i>	0
Total Drugs	0
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 (April 1, 2022 – September 30, 2022)	246

Table 5 USBP Checkpoint Apprehensions Data include Deportable and Nondeportable Individuals <i>April 1, 2022 – September 30, 2022</i>			
Border	Sector	Deportable	Nondeportable
SB	BBT	468	782
	DRT	366	798
	ELC	31	135
	EPT	323	2,016
	LRT	623	4,702
	RGV	788	3,637
	SDC	99	554
	TCA	136	407
	YUM	63	82
SB Total		2,897	13,113
NB	BLW	0	0
	BUN	0	0
	DTM	0	0
	GFN	0	0

Table 5			
USBP Checkpoint Apprehensions			
Data include Deportable and Nondeportable Individuals			
<i>April 1, 2022 – September 30, 2022</i>			
Border	Sector	Deportable	Nondeportable
	HLT	10	9
	HVM	0	0
	SPW	0	0
	SWB	21	2
NB Total		31	11
Coastal Border (CB)	MIP	0	0
	NLL	0	0
	RMY	0	0
CB Total		0	0
Nationwide Total		2,928	13,124

Table 6					
USBP Nationwide Checkpoint Apprehensions and Property Seizures					
<i>April 1, 2022 – September 30, 2022</i>					
<i>Apprehension Data Includes Deportable Migrants Only</i>					
Border	Sector	Apprehensions	Drugs (lbs.)	Money	Firearms
SB	BBT	468	1,138.81	\$29,425	13
	DRT	366	2.39	\$4,574	18
	ELC	31	1,312.04	\$36,937	20
	EPT	323	579.17	\$173,569	10
	LRT	623	439.08	0	9
	RGV	788	597.14	\$15,181	54
	SDC	99	542.83	\$6,009	19
	TCA	136	422.25	\$29,557	6
	YUM	63	144.26	0	3
SB Total		2,897	5,177.97	\$295,252	152
NB	BLW	0	0.00	0	0
	BUN	0	0.00	0	0
	DTM	0	0.00	0	0
	GFN	0	0.00	0	0
	HLT	10	17.74	0	0
	HVM	0	0.00	0	0
	SPW	0	0.00	0	0
	SWB	21	0.00	0	0
NB Total		31	17.74	0	0
CB	MIP	0	0.00	0	0
	NLL	0	0.00	0	0
	RMY	0	0.00	0	0
CB Total		0	0.00	0	0
Nationwide Total		2,928	5,195.71	\$295,252	152

AMO Vessel Boardings and General Aviation Encounters

Table 7 AMO Maritime Operations April 1, 2022 – September 30, 2022				
Region	Branch	Missions	Underway Hours	Boardings
Northern Region (NR)	Bellingham Air & Marine Branch	190	1,076	6
	Great Lakes Air & Marine Branch	640	3,539	77
NR Total		830	4,615	83
Southeast Region (SER)	Houston Air & Marine Branch	76	471	19
	Jacksonville Air & Marine Branch	255	1,419	27
	Miami Air & Marine Branch	999	5,466	192
	New Orleans Air & Marine Branch	148	889	56
	Caribbean Air & Marine Branch	730	3,015	18
SER Total		2,208	11,260	312
Southwest Region (SWR)	McAllen Air & Marine Branch	388	2,000	26
	San Diego Air & Marine Branch	508	2,847	14
SWR Total		896	4,847	40
Nationwide Total		3,934	20,722	435

Table 8						
AMO Boardings Resultant Apprehensions, Arrests, and Seizures						
April 1, 2022 – September 30, 2022						
Region	Branch	Apprehensions	Arrests	Seized Vessels	Seized Drugs (lbs.)	Seized Currency (USD)
NR	Bellingham Air & Marine Branch	0	1	1	771	\$34,927
	Great Lakes Air & Marine Branch	0	0	0	0	0
NR Total		0	1	1	771	\$34,927
SER	Houston Air & Marine Branch	0	0	0	234	0
	Jacksonville Air & Marine Branch	0	0	0	0	0
	Miami Air & Marine Branch	371	2	3	2	\$15,082
	New Orleans Air & Marine Branch	1	0	0	0	0
	Caribbean Air & Marine Branch	2	6	10	8,573	\$1,142
SER Total		374	8	13	8,809	\$16,224
SWR	McAllen Air & Marine Branch	15	6	3	0	0
	San Diego Air & Marine Branch	97	5	8	0	0
SWR Total		112	11	11	0	0
Nationwide Total		486	20	25	9,580	\$51,151

Table 9		
AMO General Aviation Encounters		
April 1, 2022 – September 30, 2022		
Region	Branch	Encounters
NR	Great Lakes Air & Marine Branch	3
NR Total		3
SER	Houston Air & Marine Branch	3
	Caribbean Air & Marine Branch	7
	Jacksonville Air & Marine Branch	10
	Miami Air & Marine Branch	13
	New Orleans Air & Marine Branch	1
SER Total		34
National Air Security Operations (NASO)	Corpus Christi	1
	San Angelo	4
NASO Total		5
Headquarters & Centers	Air and Marine Operations Center	2
	National Air Training Center – Oklahoma City	5
Headquarters & Centers		7
SWR	Laredo Air Branch	28
	McAllen Air & Marine Branch	2
	Tucson Air Branch	3
	Uvalde Air Branch	2
SWR Total		35
Nationwide Total		84

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