

Frontline

U.S. Customs and Border Protection ★ Vol 6, Issue 2

CBP Labs FIGHT FRAUD

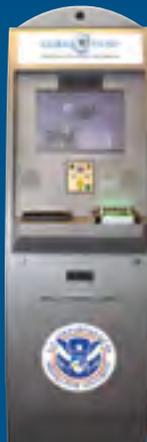
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Matthew Birck, a scientist at CBP's New York laboratory, analyzes a piece of fish meat for species identification.
photo by Gerald Nino



CBP IN PHOTOS



★ An Office of Air and Marine Black Hawk helicopter patrols the water off of southern Florida.

photo by James Tourtellotte

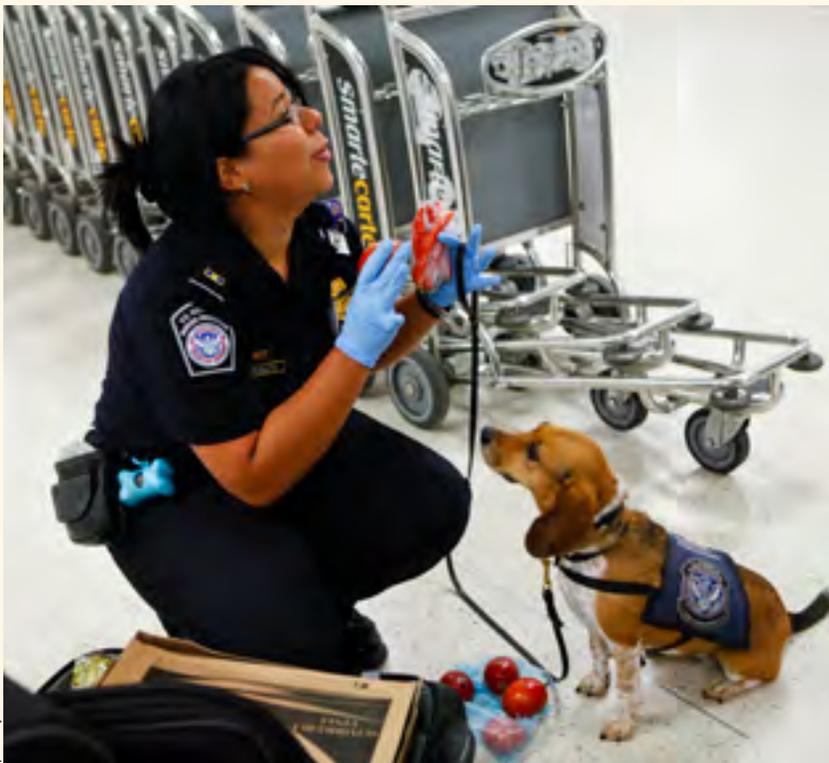


photo by James Tourtellotte



photo by Josh Denmark

- ★ A CBP Border Patrol bicycle unit on patrol in Nogales, Ariz.
- ★ A CBP agriculture specialist and canine inspect a passenger's luggage for contraband coming into the U.S.

Frontline

VOL 6, ISSUE 2

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photo by Josh Denmark

★ A Border Patrol Agent tracks footprints in the brush along the U.S.-Mexico border near Nogales, Ariz.



photo by James Tourtellotte

★ Agriculture specialists train in the laboratories at the USDA Plant Protection and Quarantine Professional Development Center in Frederick, Md.

Global Entry Enrollment Center and Gallery

Opens at CBP Headquarters

Customs and Border Protection's Global Entry program is a time-saver for international travelers. Now, with the opening of the Global Entry enrollment center at CBP headquarters in Washington, D.C., some applicants can cut their wait time for an enrollment interview.

CBP's enrollment center, in Washington's Ronald Reagan Building, was an instant hit. In its first three weeks since

opening June 6, more than 1,600 applicants visited the center for an enrollment interview. Before the new center opened, area Global Entry applicants usually interviewed at Dulles International Airport, 27 miles from town.

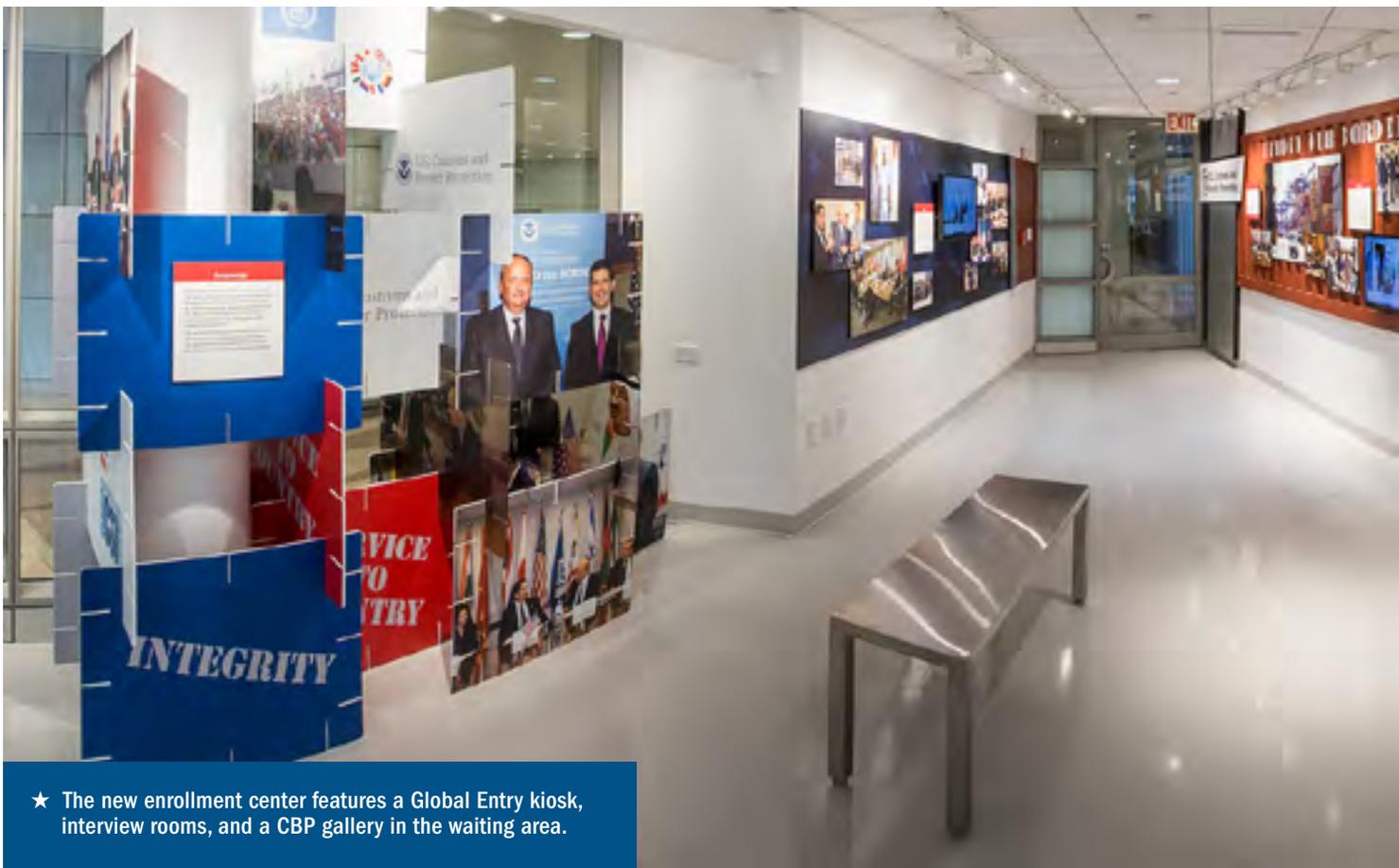
Most enrollment centers are located at airports, far from city centers and their populations. To improve accessibility to city dwellers, CBP established the first non-airport enrollment center in downtown New York City in 2012. A second non-airport center was

opened in downtown Houston in 2012.

A one-on-one interview with a CBP officer is the final step in the Global Entry enrollment process, which begins with an online application and fee. Because Global Entry's popularity is growing, CBP is expanding the number of enrollment centers to meet the demand.

Because Global Entry members can reduce their time to clear customs by an average of 75 percent, the Global Entry kiosks already out there are used heavily. To keep pace with travelers' use, CBP is installing more kiosks around the U.S. and at preclearance airports outside the country.

CBP's new Washington enrollment center also includes a unique feature.



★ The new enrollment center features a Global Entry kiosk, interview rooms, and a CBP gallery in the waiting area.

Applicants enter through a gallery of CBP exhibits and displays, currently depicting CBP's international partnerships. The exhibit, entitled "Beyond Our Borders," shows how partnerships with foreign governments are critical in expanding the U.S. zone of security far beyond our physical borders. Global Entry applicants can explore the gallery while they wait for their CBP officer interview. David McKinney, CBP's chief historian, explained that the gallery's theme will change periodically, covering different aspects of CBP.

Nearly 800,000 people are enrolled in Global Entry. The time-saving system is offered at 36 U.S. airports and 10 preclearance airports in other countries. For more information on the benefits of enrolling, visit www.globalentry.gov ■

—David Long



Photo by Barry Baller

★ CBP Officer Sung Ha reviews the Global Entry kiosk process with Homeland Security Secretary Janet Napolitano at the opening of the Washington, D.C., enrollment center in June.

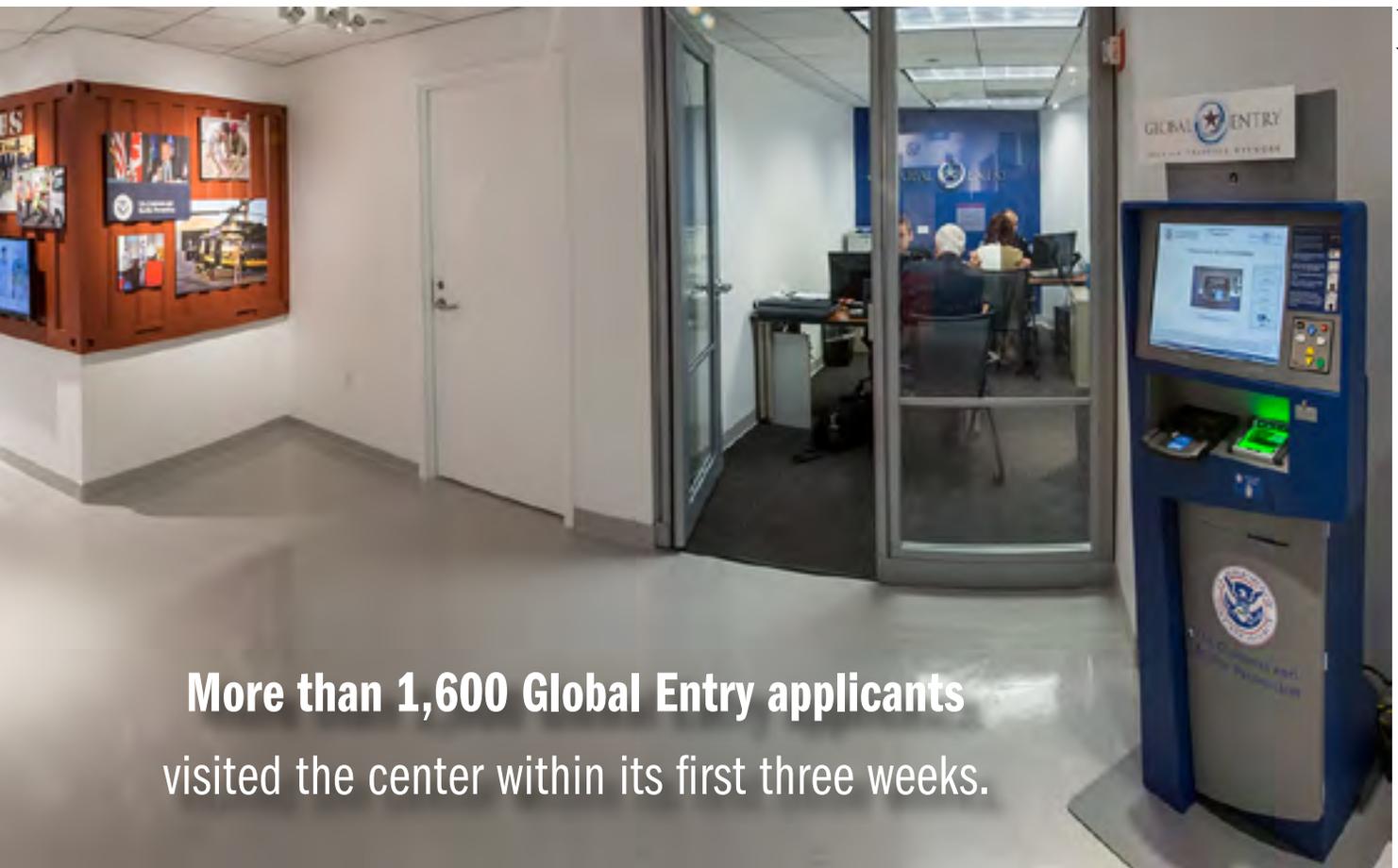


Photo by Justi Denmark

More than 1,600 Global Entry applicants
visited the center within its first three weeks.

LURED BY FAIRY TALE PROMISES,
SHE LEARNED NOT EVERY PRINCE
IS CHARMING.



The commercial sex trade is thriving due to human traffickers. Innocent children, and even adults, are lured with empty promises, only to be exploited by the very people they trust. This is human trafficking, and it's a heinous crime. The Department of Homeland Security's *Blue Campaign* was created to give a unified voice to DHS agencies and their dedicated partners who combat human trafficking. Learn what you can do to help by visiting dhs.gov/bluecampaign.

*How CBP's laboratories
are protecting the public
and the U.S. economy*

Fighting FRAUD

BY MARCY MASON

In late December 2010, the news broke about a Seattle court case involving counterfeit honey. A 70-year-old Bellevue, Wash., man, Chung Po Liu, had been sentenced to a year and a day in prison and was ordered to pay \$400,000 in restitution for importing falsely declared Chinese honey. ▶▶

Liu was trying to avoid paying \$2.9 million in tariffs on the honey, which had been shipped through the Philippines and Thailand where it was relabeled to make it appear as if it were a product of those countries.

But aside from attempting to avoid paying millions of dollars in anti-dumping duties that had been added to the price of the honey to protect U.S. industry, Liu's deception had endangered the American public. Some of the honey was contaminated. When the shipments arrived at the port of Seattle, samples of the honey were sent to the U.S. Customs and Border Protection laboratories for testing. There, the true origin of the honey was discovered and the CBP scientists found that it was tainted with Ciprofloxacin, an antibiotic that is banned in the U.S. as an unsafe food additive.

While few outside the trade community are aware of the vital role that the CBP laboratories play in protecting Americans and the U.S. economy, the labs' work is critically important to keeping the public safe from counterfeit, substandard, or any other type of fraudulent goods.

"In order to determine whether goods are fraudulent, you need technical analysis. You need to be able to physically analyze the shipment," said Ira Reese, the executive director of CBP's Laboratories and Scientific Services division. "It's not something you can do from a cursory glance or examination. It requires an in-depth look by scientists."

And as Reese pointed out, "products don't stop being imported incorrectly until you take some action to stop them. Legally, it is very difficult to develop a case without the presentation of physical evidence," he said. "Our labs present the physical evidence that can be further investigated or brought into court for prosecution. It gives legal reasoning or probable cause for seizure of the material so it doesn't enter the commerce of the U.S. and end up on store shelves."

Over the years, the CBP laboratories have tested a multitude of suspect goods. Starting in the 1950s, the labs began testing for counterfeits as part of the U.S. Customs Service, one of CBP's legacy agencies. "Customs did most of the investigations on imported alcohol," said Reese. "There were big investigations regarding the importation of fake brandy, which was alcohol mixed with flavorings and caramel coloring," he said.

'Counterfeiters will use whatever materials they have to make a facsimile of a legitimate product. They don't care if it's dangerous. They're just out to make money.'

—Stephen Cassata, CBP senior science officer

As time passed, the labs expanded their testing of counterfeit and substandard products. All kinds of goods were analyzed including designer clothing, handbags, shoes, jewelry, perfumes, toys, computers, pharmaceuticals and the list goes on. "Anytime there's the potential to make money, there's a counterfeit," said Reese.

Dangerous goods

Although the economic losses to American companies are staggering, estimated conservatively at hundreds of millions of dollars per year, that's not all that's troubling. Many knockoffs are dangerous. "Counterfeiters will use whatever materials they have to make a facsimile of a legitimate product. They don't care if it's dangerous. They're just out to make money," said Stephen Cassata, a senior science officer who works at CBP's Laboratories and Scientific Services headquarters in Washington, D.C. "They don't pay any licensing fees to a legitimate rights holder and there's no real inspection of these products for quality assurance. So wearing apparel, for example, may still have chemical solvents in the fabric that could irritate your skin."

But the dangers can be worse. In 2007, the CBP labs were on high alert when cats and dogs were dying from melamine-tainted pet food. "It went on for about six months," said Reese. "Instead of putting expensive protein into the products, they used melamine, a cheap chemical used to make plastics. It resulted in killing a lot of dogs and cats, causing them to die of kidney failure," he said.

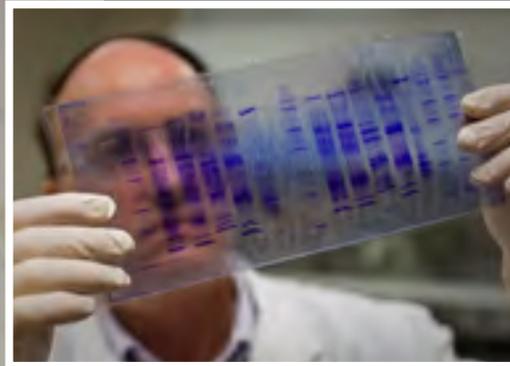
That same year, the CBP labs also found toothpaste containing diethylene

glycol, a poisonous chemical used in antifreeze. "It was suspected out in the field and they sent it to us," said Reese. "We confirmed their suspicion."

The CBP labs also have uncovered other highly dangerous counterfeit products that could harm unsuspecting consumers. With the advent of the Internet, counterfeit and unapproved drugs from fake online pharmacies have become readily available. "I did a chemical analysis on a pharmaceutical shipment that was sent by one of our officers to the Chicago lab," said Mike McCormick, a CBP science officer who is now based at the agency's Washington, D.C., headquarters. "There were two active ingredients to treat erectile dysfunction in the same tablet—sildenafil citrate and tadalafil, the active ingredients for Viagra and Cialis respectively," he said. "This combination hasn't been clinically tested or been approved, so you wouldn't know what kind of an effect it would have."

Likewise, the CBP labs are at the forefront of nearly every economic or safety-related issue that involves potentially fraudulent imports or exports. For example, since 2003, when the Department of Commerce issued an antidumping order to protect the domestic catfish industry, CBP's New York lab has been testing seafood to identify mislabeled fish.

The problem arose because pangasius, a Vietnamese fish that has a striking resemblance to catfish, was being sold below fair market value and was negatively impacting the sale of U.S. catfish. As a result of the antidumping order, importers of the Vietnamese fish were required to pay higher duties to compensate for the unfair pricing.



★ Using a protein identification technique, Bryan Ham, a CBP New York laboratory scientist, compares protein from an unknown fish sample with authentic references to see if they match.

photos by Gerald Nino

★ CBP scientist Matthew Birck prepares a sample for DNA bar code testing.

This, in turn, led to mislabeling of the fish to pass it off as everything from catfish to sole to flounder to grouper to avoid paying the extra tariff.

CBP's New York lab initially used protein testing to identify the fish. "We were looking at the proteins in the fish to identify catfish and the three species that were named in the dumping order," said Laura Goldstein, the director of CBP's New York laboratory. The technique required authentic references of each type of fish so that Goldstein's team could do side-by-side comparisons with the test samples to see if the proteins matched.

DNA testing

Eventually, the protein testing became outdated and the New York lab discovered a more advanced technique of identifying species using DNA bar coding. The bar coding analysis identifies species by using a section of DNA from the organism's genetic material. A key component of the DNA bar coding process is a database that contains a library of species identifiers. "We're comparing samples that are submitted to the laboratory for analysis with the known species in the database," said Goldstein. "What we're doing is called nonhuman DNA testing. We're looking to

identify a species rather than an individual. Human DNA testing looks to identify an individual," she said.

The database contains DNA bar codes for more than 2 million specimens of plants and animals, including approximately 14,000 species of fish, not including shellfish. "Using our old technique, we needed authenticated samples that were very difficult to obtain. So we were limited in what we could identify previously," said Goldstein. "Now we can just take our unknown and search it against the database and look at the results. We can identify a much larger range of products."

The DNA testing is also more accurate. "It's a much more specific and accurate technique because of the coding matches. You get a match or you don't get a match. It's really as simple as that," said Goldstein. "And the matches are 98 percent probability or better."

But how does all of this protect the American public? "We're looking at the species and identifying if it's what it's being claimed as, what it's being imported as, and what it's being sold as," said Goldstein. "We're also testing the fish for contaminants such as antibiotics and antifungals that we don't want in our foods," she said. "In some cases, we're working with other agencies that look at products that are sold here in the U.S. We're trying our best to keep unsafe products out of the marketplace so that people aren't exposed to them."

In recent months, high profile studies on seafood fraud have drawn considerable attention to the problems of mislabeled fish. "It's an age-old problem. Mislabeled seafood is not a new concept," said Matt Fass, the president of Maritime Products International, a fourth-generation, family-owned and operated company that imports,

'The CBP lab scientists are on the frontlines ...and they're crucial. Their ability to find fake products is a major part of the war on counterfeits.'

—Brian Donnelly, global security director for the Americas region, Pfizer

exports and distributes seafood products from all over the world.

"We've done a lot as an industry to police ourselves, but it helps to partner with the government agencies that can also be out there with effective enforcement tools such as the DNA testing that the CBP labs are using," he said. "As consumers, people should know what they're buying. They should know what they're eating. We all want to know what's going into our bodies."

Contaminated honey

During the early 2000s, honey became another concern of the CBP labs. "The Chinese were importing honey into the U.S. at a very low price and it was endangering our domestic industry," said Carson Watts, the director of CBP's Savannah laboratory.

In 2001, after the Department of Commerce imposed stiff antidumping duties on Chinese honey, some of the major U.S. honey companies visited the Savannah lab. Chinese exporters were circumventing the antidumping duties and the U.S. companies wanted the CBP scientists to find a way to protect the domestic industry. "At the time, we weren't able to tell where the imported honey came from," said Watts. "One of the things we stumbled onto was the fact that the Chinese were using the antibiotic chloramphenicol to keep the beehives healthy, and it was showing up in the honey. So the very first thing we did was test the honey for chloramphenicol," he said. "If it contained chloramphenicol, it

was pretty much a dead giveaway that the product came from China."

Furthermore, chloramphenicol is prohibited in food products and as such the adulterated honey would not have been allowed into the U.S. for safety reasons. "For a small segment of the population, exposure to chloramphenicol will induce a condition called aplastic anemia," said Watts. "Aplastic anemia is a blood disorder that can be fatal. While chloramphenicol is used in the United States to treat some very serious infections, if someone develops aplastic anemia, he or she could die," said Watts. "It's imperative to keep a food product that contains chloramphenicol off the store shelves."

It didn't take long for the Chinese exporters to catch on. "For a short period of time, the chloramphenicol disappeared," said Watts. "They knew we were using that as a marker to identify honey coming from China."

But by that point, the Savannah lab had created a database to determine the honey's geographic origin. When the U.S. honey companies had visited the lab a couple of years earlier, the CBP scientists had asked them for help. "We told them that one of the specialties of the Savannah laboratory was identifying country of origin based on trace metal analysis," said Watts. In other words, the honey could be identified by its trace metal elements such as chromium, iron or copper. "If the companies could help us obtain honey from various countries, we might be able to develop a profile to tell us where the honey came from," he said.

The honey companies complied and the Savannah lab developed the ability to determine the honey's geographic origin. Then, the Chinese exporters started transshipping the honey to different countries. "The honey was going to Thailand, Malaysia, India and various other places so it wouldn't enter into the U.S. as Chinese honey," said Watts. As the Chinese exporters changed their transshipment routes, the Savannah lab needed to obtain samples of honey from each of the countries. "We were literally chasing them around the globe," said Watts.

Changing strategies

Then the Chinese exporters changed their strategy. This time the shipments were sent from China, but they weren't declared as honey. The shipping documents labeled the cargo as sugar syrup. "They began to

Uncovering FAKES

As part of the testing that the CBP labs do to protect consumers, the CBP Savannah laboratory found that these honey samples were, in fact, sugar syrup.



photo by Christopher Kana

adulterate the honey with sugar syrups in an effort to find another way to get around the antidumping duties,” explained Watts. With the addition of sugar syrups, the product no longer tested as pure Chinese honey, and if the percentage of syrup was high enough, the shipment wouldn’t be subject to the duties. “The cheapest ingredient to adulterate honey with is high fructose corn syrup,” said Watts.

As the cat-and-mouse game continued, the Savannah lab discovered it could detect the high fructose corn syrup by identifying differences in the syrup’s carbon atoms. “Almost a year went by and again the Chinese exporters wised up,” said Watts. “They realized that the CBP labs could tell if the honey had been adulterated with high fructose corn syrup, so they switched to high fructose rice syrup instead.” The percentage of high fructose rice syrup was undetectable because the differences between the syrup’s and the honey’s carbon atoms were indistinguishable.

At that point the Department of Commerce changed the antidumping order to say that imported Chinese honey containing any amount of rice syrup would be subject to the additional antidumping duties, which currently run as high as \$2.63 per kilogram.

Most recently, Chinese exporters have adopted a new strategy. The shipments are no longer honey. They are now 100 percent rice syrup and the shipping documentation is accurate. “We analyzed a sample in the lab last week,” said Watts, “and sure enough, there wasn’t any honey in it, but the packaging on the product for retail sale says it’s pure honey. They’re trying to pull the wool over the public’s eyes.”

Substandard bolts

The CBP labs also protect the public by testing goods to make sure they aren’t substandard. For more than 25 years, the labs have been testing graded fasteners and bolts to ensure they meet specification. The dangers of substandard and counterfeit fasteners were highly publicized during the mid- to late-1980s when they were linked to serious construction and engineering failures, which, in some cases, resulted in death. In 1990, the Fastener Quality Act was signed into law requiring that fasteners and bolts meet certain standards for

strength, grade and manufacturer’s marks.

At the CBP Chicago laboratory, fasteners and bolts are tested for tensile strength using a 400,000-pound universal testing machine. “It’s a big hydraulic lifter that’s holding the top of the bolt. It can lift 200 tons,” said Ernie MacMillan, the assistant director of CBP’s Savannah laboratory, who for several years led the Chicago lab’s team that tests metal, ceramic and mineral goods.

“When we test the bolts, we pull them until they break. When we’re done, the bolt looks like a piece of taffy,” he said. One of the strongest fasteners is a 1 1/2-inch, grade 8 bolt. “It’s strong enough to lift 17 large African elephants without breaking,” said MacMillan.

The CBP labs also test the bolts for hardness, especially at the surface. “We test the surface hardness of the bolts because the steel is heat treated,” said MacMillan. “When it’s heated, the surface of the steel can either lose carbon or gain carbon. If it loses carbon, it gets too soft. If it gains carbon, it gets too brittle. Somewhere in the middle is where it should be.”

The bolts also undergo other tests to check the chemical composition and the manufacturer’s mark. “A fastener or a bolt is suspect right away if it doesn’t have a manufacturer’s mark,” said MacMillan. “It’s already not in compliance with the Fastener Quality Act, which says it must be marked. As soon as you see one of those, you know you’ve got a problem.”

photo by Christopher Kana



★ CBP scientist Sharon Stricklin discusses the microscopic analysis of an adulterated honey sample with Carson Watts, the director of CBP’s Savannah laboratory.

Counterfeit electronics

Electronics are among the most highly counterfeited goods that the CBP labs test. “We first noticed a counterfeiting problem in the early 1990s, when we began looking at electronic components,” said Jenny Tsang, the assistant director of CBP’s San Francisco laboratory. “Then we didn’t see anything for awhile, but in the last several years, we’re seeing a lot of counterfeit computer chips, routers, switches and other electronic products.”

According to Tsang, reused chips are especially prevalent. “Chips are counterfeit more and more because nowadays we salvage our computer parts and send the waste to China or India for recycling,” she said. “Instead of throwing these parts out, counterfeiters remove the chips, scrape off

the original manufacturer's markings and then remark them with forged dates, brand names and product codes to resell them as brand new," said Tsang.

"We've also seen a lot of components that were originally a genuine product, but then have been remade to look like a much higher-value product from the same manufacturer, so that counterfeiters can sell it for a much higher amount," said Tsang. "With counterfeiters, it all comes down to money. They use whatever means is necessary to sell goods at a higher price. For consumers, it's almost impossible to identify counterfeit electronic products by looking at them," she said.

The dangers of bogus computers, routers and chips have been well documented. Fake electronic and computer components have cost the electronics and information technology industries an estimated \$100 billion per year, according to the Electronic Components Industry Association. But the seriousness of the problem extends way beyond economic damage to U.S. companies. "Counterfeit products not only put Cisco's brand name at risk, but also potentially places at risk all of the networks that use those products and the individuals that come in contact with them," said Paul Ortiz, the head of worldwide brand protection for Cisco Systems Inc., one of the world's leading networking technology firms based in San Jose, Calif.

"If a chip is not meeting specification—if it gets too hot or it's not functioning properly—that's potentially a big safety concern," said Tsang. "Counterfeit chips in a computer can ruin infrastructure, which could potentially paralyze the flow of trade or our nation's security systems."

Malware concerns

There are also growing concerns that chips could be embedded with malware, malicious software designed specifically to damage or disrupt a system. "It could shut down a power grid or a hospital operating room. The possibilities are endless," said Tsang. Likewise, it could allow a third party to gain access to sensitive personal or government information.

CBP's San Francisco lab uses a variety of testing techniques to weed out the counterfeiters. Last year, the lab purchased new X-ray equipment to examine as many as a

★ Jenny Tsang, the assistant director of CBP's San Francisco laboratory, applies a chemical solvent to a computer chip to see if its coating or manufacturer's markings can be removed, one of the many signs of a counterfeit chip.



photo by Collin Ma

'In order to determine whether goods are fraudulent, you need technical analysis....It's not something you can do from a cursory glance or examination. It requires an in-depth look by scientists.'

—Ira Reese, CBP executive director, Laboratories and Scientific Services

PROTECTING THE PUBLIC

The CBP labs have helped other agencies protect the American public. For example, in 2010, the labs tested shipments of honey from Mongolia to confirm the country of origin. The CBP scientists discovered the honey was actually from China and that some of the product was contaminated with antibiotics. The shipments were seized and the U.S. Food and Drug Administration, the regulatory agency responsible for assuring that food coming into the U.S. is safe, was notified.

The FDA attempted to contact the importer, but the shipment was abandoned and no importer could be found. This, in turn, sparked an FDA investigation. “We found thousands of pages of fraudulent documents from various importers. We call them ‘shell companies,’” said Nicholas Lahey, an investigator for the FDA’s Los Angeles District Import Operations. “Our investigators found that a lot of these shell companies are really just P.O. boxes. There aren’t any actual company locations. They file articles of incorporation, but there’s no one present in the U.S. They’re in China,” he said. “The only people here are paid freight forwarders and brokers.”

The investigation also revealed that the company fronts involved a couple of freight forwarders who were importing restricted and prohibited products that could harm the public. The FDA kept a close watch on the freight forwarders and in 2012 targeted a shipment of apple juice that one of the freight forwarders was handling for a client. Both the CBP and FDA labs tested the apple juice and found fraud. “Lo and behold, it was not Chinese apple juice. It was Chinese honey contaminated with trace levels of arsenic, lead and antibiotics,” said Lahey. “We never would have looked at the apple juice if we hadn’t done the investigation, which was initiated because of the country of origin testing done by the CBP labs.”

This prompted the FDA to look further. “We found a slew of other companies that were bringing in different commodities, not just honey. There were dietary supplements and other FDA-regulated products,” said Lahey. “It triggered a whole chain, which again, was based on the CBP lab results from two years earlier.”

—*Marcy Mason*

thousand chips at a time. “We look to see if there are inconsistencies in the way the chips are configured,” said Tsang. The lab also does a surface examination of the chips. “We use several different solvents,” she said. “We’re testing to see if the coating comes off. It’s one of the indications that a chip could be counterfeit.”

If a chip, component or networking system is suspected of being counterfeit, the lab contacts the rights holder. For example, said Tsang, “If it’s a Cisco product, we confer with them. Cisco has a database and each of the products has its own serial number, model number and date code. If they all don’t match, that means the product is counterfeit.”

The value of the CBP labs has not gone unnoticed. “The CBP lab scientists are on the frontlines with the officers and they’re crucial,” said Brian Donnelly, the global security director for the Americas region for Pfizer, one of the world’s largest pharmaceutical companies. “Their ability to find fake products is a major part of the war on counterfeits. An alert officer may see something is not quite right, but he or she isn’t in a position to act upon it until the laboratory is able to confirm the contents of the product.”

The CBP labs, which are located throughout the U.S. and in Puerto Rico, have other advantages too. “Our labs will test goods as fast as we can,” said Donnelly,

a registered pharmacist and retired FBI special agent, “but if CBP has laboratories in the same city as the ports, the scientists are able to turn around a quick and effective result potentially within minutes or hours of interacting with the product, which can greatly facilitate a criminal investigation.”

But it’s an ongoing battle and an evolving process. “We’re continuing to refine our techniques. The CBP labs are not in a position of stasis,” said Watts, the director of CBP’s Savannah lab. “We have our ear to the ground, and as smuggling techniques and technology change, we’re addressing them early on.” ■

POWER

TO THE

*New kiosks revolutionizing international
air traveler entry process*

PASSENGER



★ Jacqui Key faces the media after using the Automated Passport Control kiosk for the first time at the Vancouver International Airport CBP preclearance processing.

As news cameras clicked, the traveler slid her passport into a new U.S. Customs and Border Protection airport kiosk. She followed the prompts on the touchscreen and, in moments, waved her receipt for the gathered media. She walked a few yards to interview with a CBP officer before boarding her plane to the U.S.

“It’s fast, easy,” said Jacqui Key, who was the first passenger to use one of CBP’s 12 new Automated Passport Control kiosks at the Vancouver International Airport CBP preclearance during the program’s official May debut, according to the Vancouver Sun. Usually during CBP preclearance, officers inspect travelers before they board their U.S.-bound aircraft or ship.

“I think it takes the data processing away from the officer so they can do a better job of security,” said Key in describing the new passenger clearance system.

She summarized precisely CBP’s reasons for the automated program.

“Increasing efficiency and streamlining processes are critical components of CBP’s modernization efforts at ports of entry,” said CBP Acting Commissioner Thomas S. Winkowski. “Travelers will still speak with a CBP officer after using the Automated Passport Control kiosks, however this will allow for faster processing and increased focus on the traveler.”

The easy-to-use, self-service kiosks require no traveler preregistration or fee. After travelers insert their passport, the kiosk snaps their photo and retrieves their identification information from CBP’s secure database. The traveler answers the touchscreen questions, receives a printed receipt and proceeds to a CBP officer, standing nearby behind a podium.

Gone are paper declaration forms. Also missing, CBP and the airports hope, are long waits in line. What remains in force are U.S. law enforcement and security safeguards.

Focus on enforcement

During usual CBP processing, the traveler hands travel documents to the CBP officer in a booth, who then swipes or keys the document information into a computer to verify the traveler’s identification. Then the officer reviews the traveler’s paper customs declaration form and interviews the person. If there are no concerns, the process takes about a minute to complete.

Enabling the traveler to fulfill the administrative tasks of the process at a kiosk, basically while waiting in line, “frees the officer to focus just on the enforcement aspect of the inspection, which is the personal interview; speaking to the traveler, listening to their answers, and watching their

★ A CBP officer checks documents and interviews a traveler at an Automated Passport Control podium at CBP’s Vancouver airport preclearance facility.



Automated Passport Control ‘will increase our enforcement, our throughput and, **most importantly, our security.**’

—John Wagner, acting deputy assistant commissioner for CBP’s Office of Field Operations

behavioral responses,” said John Wagner, acting deputy assistant commissioner for CBP’s Office of Field Operations. “We’re pretty confident that we’ll decrease the overall inspection time, yet increase our interview time. This will increase our enforcement, our throughput and, most importantly, our security.”

For an agency that processes an average of 1 million travelers entering the U.S. daily, shaving seconds from every passenger encounter generates greater efficiency and cost savings.

For travelers, this equals a shorter time in line. Happier travelers please the airlines and the airports, which hope to increase

customer traffic. The logic goes that, if the passport kiosks boost airport business, they are worth the investment. Such thinking brought the program to Vancouver for its inaugural run.

Private-public coordination

How, during a time of U.S. government fiscal austerity, does CBP find the funds to purchase the program hardware and software? The answer: CBP doesn’t purchase the kiosks and doesn’t own them. Each participating airport does.

This novel approach launched in 2007 when the Canada Border Services Agency, or CBSA, joined with the Vancouver

Airport Authority to devise a self-service kiosk method to expedite international passenger clearance.

Airports worldwide have installed self-service kiosks for common use among airlines. With travelers accustomed to electronic airport kiosk check-in, “we took that notion and put it on the border line,” said Paul Mewett, director of simplified passenger travel for the Vancouver Airport Authority. The airport and CBSA got together and asked, “Anything that an officer does today that’s administrative, can we move it to a kiosk?” said Mewett.

Vancouver Airport Authority designed and built the hardware and software to meet



★ A passenger slides his passport into an Automated Passport Control kiosk at Vancouver International Airport, assisted by John Wagner, acting deputy assistant commissioner for CBP’s Office of Field Operation, center, and Kevin Molloy, then chief information officer and vice president of Simplified Passenger Travel, Vancouver Airport Authority.

Automated Passport Control Processing

Traditional Passport Control Processing



*'...this will allow for
faster processing and
increased focus on the traveler.'*

—CBP Acting Commissioner Thomas S. Winkowski

the CBSA security specifications. CBSA's Automated Border Clearance began its pilot run at Vancouver International Airport in 2009. One of its most notable features: "The entire program was designed, built, owned, implemented and run by the Vancouver Airport Authority, and continues to be," said Mewett. Therefore, the cost of manufacture, shipping and maintenance of the kiosks falls to the airport authority, not the government agency.

CBSA made its automated border kiosk program permanent in February 2012 and expanded the opportunity for the program to other Canadian international airports. "And the airports said, 'OK, can I build my own or can I buy Vancouver's?'" said Mewett. "And CBSA said, 'You decide. Here are the requirements.'" Montreal-Pierre Elliott Trudeau International Airport and Toronto International Airport subsequently purchased and installed the Vancouver border clearance system.

In early 2011, CBP officials witnessed the process in operation at the Vancouver airport. Since then, CBP conferred with CBSA to learn from its experience and hashed out with the Vancouver Airport Authority specifications for CBP's version

of the machines. What functions should the kiosks perform? What should they look like?

"We did some mock inspections, ran through how it would work in almost a laboratory setting," said Wagner from CBP. "There's a lot of work to do on the ground." After about eight weeks of testing, the program officially went live in May.

Engineering traveler traffic

After ensuring that the kiosks, software and electronic communications meet security and effectiveness standards, the task of passenger-traffic engineering begins. "How the logistics will work to route the travelers to the officer for the interview and their subsequent release is a big part of the process," said Wagner.

Travelers can choose to use an automated passport kiosk, the traditional officer booth or a trusted traveler program, if they are a pre-approved member and if the airport has the program. The Global Entry and NEXUS trusted traveler programs require that members pay an application fee and submit to a rigorous background examination and interview before approval. In exchange, after scanning their travel documents and biometrics, the trusted

travelers more often than not proceed to baggage claim without stopping to interview with an officer. Trusted traveler waiting lines are nearly nonexistent.

"NEXUS and Global Entry are great," said Mewett from Vancouver Airport, "but they're now about 5 percent of your [air] traffic, so what do you do for those who travel once or twice a year or who don't qualify or who don't choose to enroll?"

The traffic design for travelers progressing through the CBP inspection area must encompass the multiple options for U.S. entry processing. In addition, CBP must consider the optimal number of kiosks and the officer-to-kiosk ratio. Factors as simple as the number of arriving flights, or as complex as the time that travelers need to grow comfortable with the kiosk process, will influence CBP staffing and airport hardware decisions.

"During peak times, we get up to 95 percent of returning residents using [the kiosks]," said Mewett of the Canadian program. "On average, it's about 55 to 70 percent, because at certain times of the day it's faster to use the officer. It just depends. People have that choice."

CBP hopes to contract with industrial engineers to study the passport control

At press time, Chicago O'Hare International Airport and Orlando International Airport had **announced plans to begin kiosk operations this summer.**

operations at Vancouver preclearance and at U.S. airports when the program opens stateside. At press time, Chicago O'Hare International Airport and Orlando International Airport had announced plans to begin kiosk operations this summer and other airports are examining their options for acquiring the necessary hardware and software. "The program seemed like a logical fit at O'Hare to address the challenges we were experiencing with customs processing," said Chicago Department of Aviation Commissioner Rosemarie S. Andolino.

The Orlando airport chose the program after considering, "How do we do things better and focus on customer service?" said Brigitte Goersch, deputy executive director of administration, security and technology

for the Greater Orlando Aviation Authority. Wagner hopes that by studying the program at a variety of locations "we'll get good baseline measurements for the program."

When CBP launched the Automated Passport Control program, only U.S. passport holders could participate, but the agency plans to open the process to Canadian passport holders within a few months. Expanding to travelers from additional countries "requires collecting the fingerprints at the kiosk," said Wagner. "We've put the technology requirements out there for the airports to develop software and make it easy enough for people to take those prints in a self-service environment."

CBP intends to assess the effectiveness of the program's security improvements. "We'll measure the enforcement results from the kiosks and monitor the systems to make sure that the kiosk responses are accurate," said Wagner. "We'll have periodic audits of the information."

The initiative "is the first step toward a whole different airport experience," said Wagner.

Maximizing officer skills

Most CBP officers working primary inspection at airports and land ports of entry are stationed in booths or behind sizable counters with a computer, camera and other equipment around them. With the new process, they stand at a podium with far less distance between them and the travelers they serve. After a quick review of the kiosk receipt and passport information, officers are free "to use the officer skills that they've learned and honed," said Wagner.

"Our role is to create an atmosphere where officers can excel and flourish without having seven or eight administrative tasks to do," explained Wagner. "While those tasks are important and they have to be done, they don't lead to the level of productivity and professionalism that we need in an officer."

So far, many CBP officers staffing the pilot program in Vancouver agree. "Observation skills, paying attention to the traveler, making eye contact, watching body language," said CBP Officer Sam Gutierrez from Vancouver preclearance, listing the skill set the border entry job demands. "It takes us back to the basics of doing our jobs, which I really like."

The extra focus on the traveler has enhanced the effect of CBP customer service, according to officers using the new system. "Now we're dealing directly with the travelers," said Vancouver CBP Officer Gabriel Serrano. "They see that we're not dealing with a whole lot of other stuff; it's all got to do with them. You get their feedback—they definitely like it. And they'll like it if it's a shorter time for them to wait."

CBP has been collaborating with the Vancouver Airport Authority for more than a year on fine-tuning the program's details. For example, CBP and the airport authority are tinkering with the design of the officers' podiums. "There was no such type of device or podium before," said Jerry McGee, CBP acting area port director for Vancouver preclearance. "We worked with the [employees'] union on a brand new design and placement of the podiums, so this has been a joint project locally, all the way through."

Standing behind a podium instead of within a booth "is different," said Gutierrez. "But I noticed today that I get to look more at how much luggage they're carrying with their carry-on; being able to see the person from head to toe, looking at the clothes they're wearing."

McGee added, "They can engage the passenger with observation and questioning from the moment that the passenger is in front of them. It should be a positive for enforcement and travel facilitation." ■



★ A passenger starts the CBP clearance process at a bank of Vancouver International Airport Automated Passport Control kiosks before proceeding to interview with a CBP officer, in background.



UN-PALLETABLE

UN-PALLETABLE

SENDING WOOD PESTS PACKING



BY KATHLEEN FRANKLIN

The huge trucks rumble across the bridges spanning the Rio Grande day and night, carrying everything from automobile parts to zucchini, most of it stacked on sturdy wooden pallets. Similar scenes play out at nearly every major U.S. port of entry as U.S.



Customs and Border Protection agriculture specialists and officers secure and facilitate imports arriving by air, land and sea.





photo provided by CBP

★ **CBP Agriculture Specialist Aaron Smith searches for wood-boring pests in wood packaging material at the Port of Tacoma, Washington.**

Keen eyes, good instincts

CBP works with the U.S. Department of Agriculture to make sure that the wooden pallets and other packing materials aren't serving as food and shelter to undesirable pests. CBP agriculture specialists rigorously train to spot non-compliant packing materials and evidence of insect infestation. Compliant wood packaging material is required to bear a special mark that shows that the wood has been treated to eradicate pests. Non-compliant wood packaging material has not been treated and, therefore, is not eligible to bear the compliance stamp.

This stamp, however, cannot be regarded as the last word in pallet admissibility. CBP Supervisory Program Manager Julio G. Vilá recalled that in 2008 at the Roma, Texas, truck cargo facility, agriculture specialists were inspecting 12 pallets holding a shipment of cement blocks when they observed an adult wood-boring insect “emerging right where the treatment stamp had been placed on the wood!”

Given today's global trade and marketing system, the likelihood of finding non-compliant wood packaging material is possible in any pathway. CBP agriculture specialists at U.S. ports of entry have encountered countless cases of noncompliant wood packaging material associated with a variety of goods, including animal and plant products. Additionally, agriculture specialists intercept hundreds of pests in wood packaging material every year — many of which could cause serious damage to our forestry resources.

The port of Laredo, Texas, is the busiest land border port in the U.S. along the border with Mexico. “The high volume of palletized cargo and shipments containing wood packaging material in the rail and truck environments provides CBP agriculture specialists with vast sources of interceptions,” said Vilá.

Agriculture specialists have numerous tools of the trade. These include pry bars,

★ A wine crate from France (FR) showing the IPPC stamp means that the material has been heat treated (HT).



photo provided by CBP

On a typical day, CBP processes approximately 66,000 truck, rail, and sea containers, many of which contain wood packaging materials. Wooden pallets and other shipping materials are vital to the shipping industry, but these materials are vulnerable to a wide variety of voracious insect pests that threaten U.S. forestry and agriculture. If left unchecked, these insects could cause billions of dollars in damage annually to trees and shrubs, hurting the U.S. nursery, forestry and lumber industries and driving up costs for American consumers and trading partners.

The stakes are high. Mexico is the third-largest U.S. trading partner, and a May 2013 study by the New Policy Institute concluded that Mexico is the number one or number two foreign trading partner for 23 U.S. states—many located far from the border. Moreover, trade with Mexico sustains 6 million U.S. jobs. The situation is much the same on the Northern border, where imports of goods from all over the world—many of them palletized or crated—cross the border every day by truck, rail and ship.

Given today's global trade and marketing system, the likelihood of finding non-compliant wood packaging material is possible in any pathway.

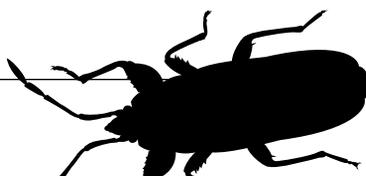


photo by Michael Smith, USDA



★ **Damage to a red maple tree trunk in New Jersey, caused by Asian longhorn beetle.**

magnifying lenses, paintbrushes and whisk brooms, probes, flashlights, hammers, chisels, knives, hand vacuums, and even mirrors, which let them see underneath and behind wooden slats and supports.

They not only look for actual insects (living and dead) in wood packaging material—they also look for telltale signs of insect activity. One sign of wood-boring insects is called “frass.” Frass is a combination of sawdust and insect waste often left near entry or exit holes, sometimes on the floor of the container or warehouse. Agriculture specialists typically sweep up the frass to examine it under a microscope to detect eggs or newly-hatched insect larvae.

“There are other pests that may be more difficult to spot—because of their size or because of the types of host material—but wood pests require more energy and effort to extract from the interior of the wood,” Vilá said.

photo by Missouri Dept. of Agriculture



★ **Emerald ash borer larvae create “galleries” as they chew their way around the tree.**

Two of the worst

Eight families of insects are considered quarantine-significant pests on wood packaging material. Scolytidae, for example, are a large family of bark-boring or wood-boring beetles often called “bark beetles.” This family is comprised of more than 5,000 species worldwide. “Scolytidae are normally found under residual bark near the surface,” Vilá said. “A substantial number of pallets used for importing goods from Mexico are found to contain bark. Also, the manufacturing process

of pallets may reduce the survival of other wood-boring insect families that prefer to burrow more deeply into the wood.”

Two of the world’s most devastating wood pests are wood borers: the emerald ash borer and the Asian longhorned beetle.



photo by David Cappaert, Michigan State University

★ **A wood-boring insect larva is right at home in wood packaging material. This interception was made at Port Canaveral, Fla.**

★ **Emerald ash borer adult.**



photo by David Cappaert, Michigan State University

★ This wood shows the damage caused by wood-boring insect pests.

Wood Packaging Pest Families	Common Names
Buprestidae	Metallic beetles
Cerambycidae	Long horned beetles
Cossidae	Carpenter moths and Leopard moths
Curculionidae	Bark weevils
Platypodidae	Pinhole borers
Scolytidae	Bark beetles (most common interception)
Sesiidae	Clearwing moths
Siricidae	Wood wasps

Source: USDA and CBP

Neither of these insects has any natural predators in the U.S., so they are regarded as highly invasive and extremely difficult to control and eradicate.

The emerald ash borer (*Agrilus planipennis*, Coleoptera: Buprestidae) is native to eastern Russia, northern China, Japan and Korea. It was not seen in North America until June 2002, when it was spotted in southeastern Michigan and eastern Ontario, Canada. Scientists believe the pest arrived sometime during the early 1990s in pieces of ash wood used as dunnage, or timber used to stabilize cargo in ships or to pack heavy consumer products. Since its arrival, the emerald ash borer has spread to 17 other states and Quebec, Canada.

So far, the borer has favored mainly green ash and black ash, but all species of North American ash appear to be susceptible. The emerald ash borer has destroyed at least 100 million ash trees. This pest builds galleries, or tunnels, through twigs and branches, consuming the water-conducting and nutrient-absorbing tissues under the bark. One-third to one-half of the branches of an infested tree may die in just one year, and the entire tree canopy is likely to be dead within two years.

Adult beetles, which are typically about one-half inch long, leave a tiny hole when they exit the bark, usually in May and June. Adult females lay eggs which hatch in 1-2

weeks, and the tiny larvae bore back into the bark where they feed for several weeks and then overwinter, pupating into adult beetles in the spring to begin the cycle again.

Adult emerald ash borers can fly at least a half mile from where they emerge. Most infestations, however, result from the movement of ash trees, i.e., commercial nursery stock, and logs or firewood from infested areas into uninfested areas.

Experts also suspect that wood-packaging materials may also have brought in the Asian longhorned beetle (*Anoplophora glabripennis*, Coleoptera: Cerambycidae), which was first detected in New York City in 1996, dining on maple and horse-chestnut trees in and around Central Park. This pest spends most of its life cycle *inside* of the tree, making it nearly impossible to detect—or eradicate—until the damage is done. The adult beetles literally chew their way out of the tree, typically emerging from June through October to find mates and lay eggs. Once the larvae hatch, they burrow back into the tree.

Native to China and Korea, the Asian longhorned beetle is a serious pest of hardwood trees. Like the emerald ash borer, it has no natural enemies in North America. The beetle began spreading throughout the Mid-Atlantic region and into the Midwest, prompting the USDA to launch an aggressive eradication campaign in 1998. Nevertheless, reports of Asian longhorned

beetle infestations have continued in New York, New Jersey and Massachusetts.

Watchword: Vigilance

The emerald ash borer and Asian longhorned beetle are just two examples of wood-boring insects that can cause widespread devastation to U.S. forests, parks and neighborhoods. Hundreds of other species regard shipping pallets as convenient condominiums as they make their way through the cargo supply chain to U.S. ports of entry.

Why, then, do shipping companies continue to rely on wood packaging materials? Vilá explained that wood's low cost makes it ideal for packing, securing, and storing goods for transportation in all environments—air, land and sea. “Therefore, the potential for pests in wood packaging materials increases with increased cargo volumes, thus requiring more inspections and generating more interceptions,” Vilá said. He added that the sheer variety of shapes, sizes and types of wood packaging materials also pose challenges, potentially adding time and complexity to the pest extraction process.

Despite these challenges, CBP agriculture specialists are on the frontlines in the daily battle to prevent these insects from breaching our borders, establishing residency in our country, and damaging U.S. forestry and timber resources. ■

DON'T PACK IT IF..

YOU CAN FEED IT, GROW IT, HUNT IT, OR EAT IT.

We understand why you would want to bring a taste of home with you when you travel but be aware of the regulations. Visit the U.S. Customs and Border Protection website at:

WWW.CBP.GOV/TRAVEL



CAUTION:

YOU MUST DECLARE ALL MEATS, FRUITS, VEGETABLES, PLANTS, SOIL, ANIMAL OR PLANT MATERIAL PRODUCTS TO A CBP AGRICULTURE SPECIALIST.

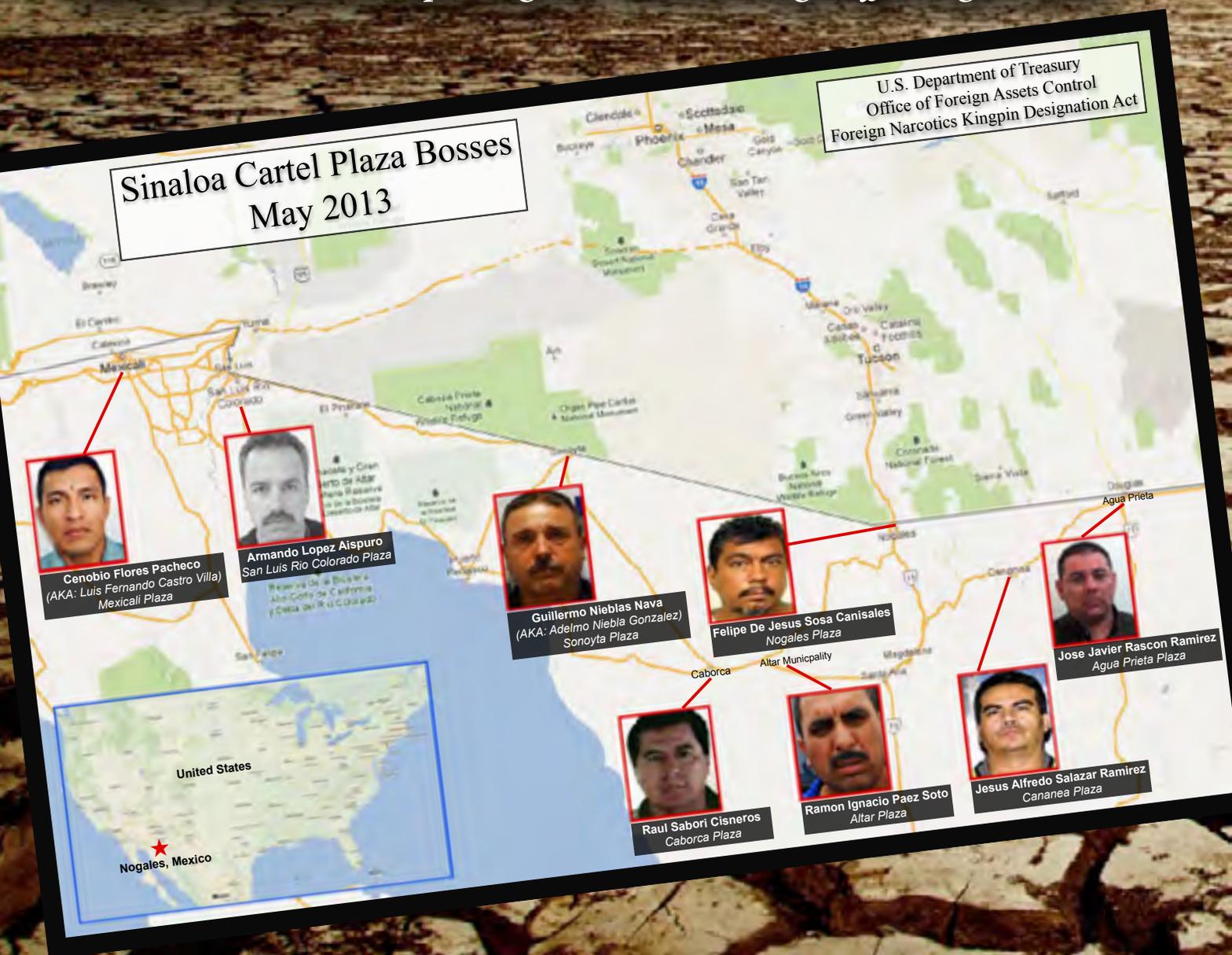
FOR MORE INFORMATION YOU MAY ALSO VISIT THE APHIS
PLANT PROTECTION AND QUARANTINE WEBSITE AT
WWW.APHIS.USDA.GOV.



CBP

CARTTEL KINGPINS

CBP's Arizona Joint Field Command plays key role in identifying Sinaloa Cartel leadership along U.S.-Mexico drug trafficking corridor



CBP's Arizona Joint Field Command played a significant role in designating eight Sinaloa Cartel Mexican national plaza bosses as specially designated narcotics traffickers pursuant to the Foreign Narcotics Kingpin Designation Act (Kingpin Act).

The designation prohibits people in the U.S. from conducting financial or commercial transactions with the kingpins and freezes any assets they may have under U.S. jurisdiction. It also subjects them to civil penalties of up to \$1.075 million per violation and criminal penalties of up to 30 years in prison and fines up to \$5 million.

In May, the U.S. Department of the Treasury's Office of Foreign Assets Control declared the following as specially designated narcotics traffickers operating as plaza bosses, or leaders of a particular geographic area, for the Sinaloa Cartel.

- Cenobio Flores Pacheco (aka Luis Fernando Castro Villa)
- Jesus Alfredo Salazar Ramirez
- Guillermo Nieblas Nava (aka Adelmo Niebla Gonzalez)
- Ramon Ignacio Paez Soto
- Felipe De Jesus Sosa Canisales
- Armando Lopez Aispuro
- Jose Javier Rascon Ramirez
- Raul Sabori Cisneros

The eight men direct smuggling along the 375 miles of the U.S.-Arizona border under the authority of Joaquin "El Chapo" Guzman, leader of the criminal syndicate.

In 2012, in-depth intelligence analysis of the entire Arizona area of operations, both at and between ports of entry, identified the Sinaloa Cartel members as the managers of illicit cross-border traffic along the Sonora/Arizona boundary. The work of the Arizona Joint Field Command's Targeting Enforcement Unit, in coordination with the Drug Enforcement Administration and the Department of State, pinpointed the individuals.

"CBP's Arizona Joint Field

Command Targeting Enforcement Unit played a major role in dealing the Sinaloa-based drug cartel a financial blow that will undoubtedly affect their ability to operate as a criminal enterprise. The Arizona Joint Field Command's Targeting Enforcement Unit has been and will continue to be a committed partner in the collective effort of denying, degrading and disrupting operations of criminal organizations," said Jeff Self, commander of CBP's Joint Field Command-Arizona.

The Targeting Enforcement Unit's relationship with the Treasury Department was crucial to meeting the requirements for the "kingpin" designation. The federal partner agencies spent nearly a year researching and documenting the necessary critical elements, representing a "whole of government" approach.

"We will continue to work alongside our partners in federal law enforcement, as well as the Mexican government, to financially cripple and dismantle the Sinaloa Cartel," said the Department of Treasury's Office of Foreign Assets Director Adam J. Szubin.

The Sinaloa Cartel depends on the plaza bosses to coordinate, direct and support the smuggling of illegal drugs from Mexico into the U.S. and the smuggling of contraband from the U.S. into Mexico. Plaza bosses rely on violence to maintain their positions, using hitmen to control a specific geographic area. Since Arizona is contiguous with the U.S.-Mexico International Boundary, the Tucson and Phoenix metropolitan areas are major trans-shipment and distribution points for contraband smuggling out of and into Sonora, Mexico.

"Through the building of partnerships, the Joint Field Command facilitated this CBP first-of-its-kind, and

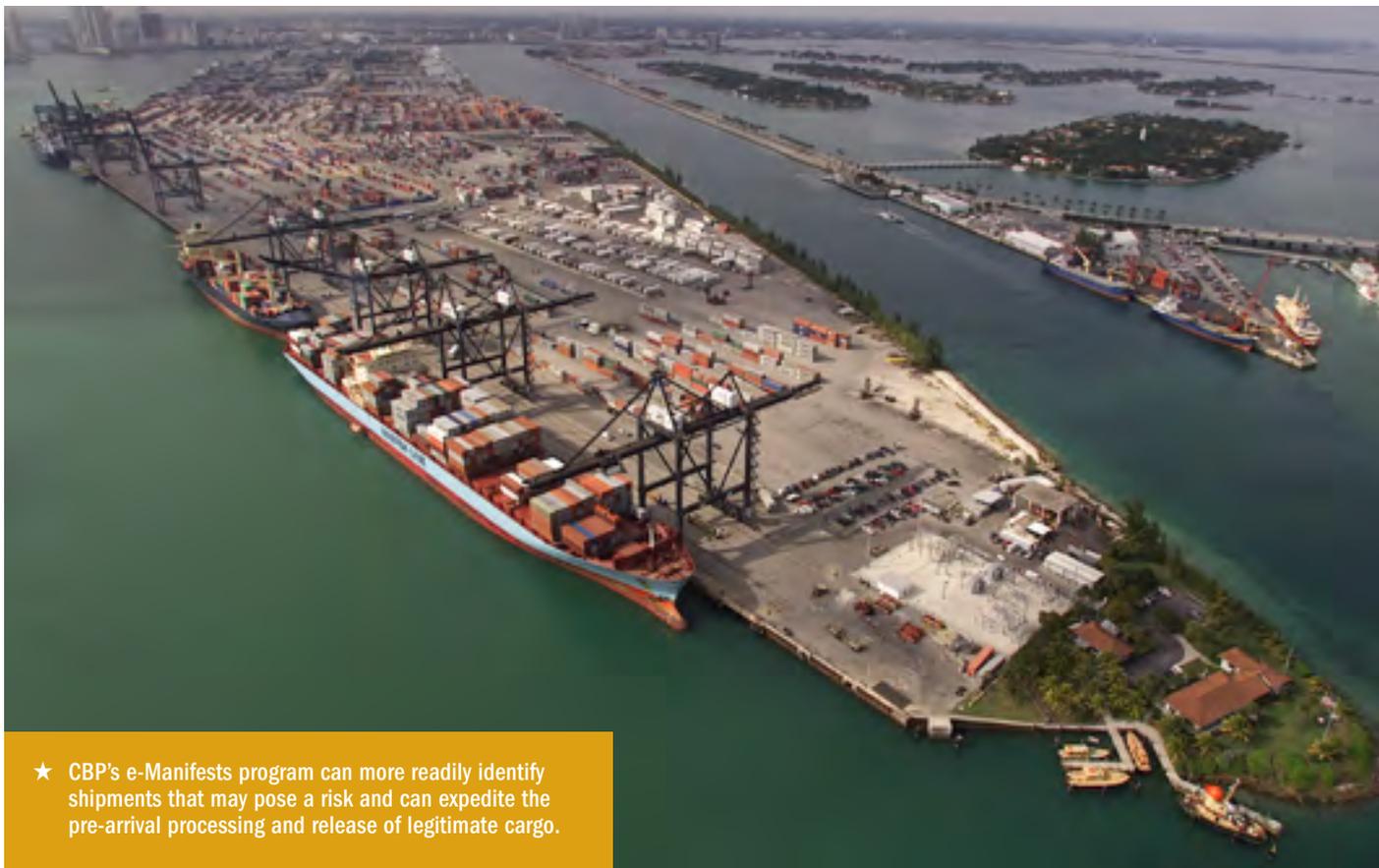
the first-of-many efforts to impact the drug trafficking organization's financial structure," said Self. "The Joint Field Command will continue to collaborate with its Arizona allies in order to dismantle the Sinaloa Cartel from every angle and provide a model for other CBP field elements to replicate in order to disrupt drug trafficking organizations."

"Diplomatic Security Service special agents worked in concert with our federal law enforcement partners to uncover evidence vital to designate these dangerous narcotics traffickers," said Wes Weller, special agent in charge of the State Department Diplomatic Security Service Los Angeles Field Office. "The traffickers threaten the safety and security of Americans along the Arizona border with Mexico, and must be brought to justice."

"In order to put organizations like the Sinaloa Cartel out of business, we must continue to utilize every tool available to ensure that these criminal groups and their associates cannot exploit the U.S. financial system," said DEA Special Agent in Charge Doug Coleman. "[These] actions severely curtail the Sinaloa Cartel's ability to use legitimate commerce to mask their illicit money laundering activities and reflect DEA's global efforts to weaken its leadership and bring it to justice."

Since June 2000, the Office of Foreign Assets Control has identified 97 drug kingpins and cited more than 1,200 businesses and individuals. Penalties for violations of the Kingpin Act range from civil penalties of up to \$1.075 million per violation to more severe criminal penalties. Criminal penalties for corporate officers may include up to 30 years in prison and up to \$5 million in fines. Criminal fines for corporations may reach \$10 million. Individuals face up to 10 years in prison and fines. ■

Greater Port Efficiency and Safety with e-Manifest



★ CBP's e-Manifests program can more readily identify shipments that may pose a risk and can expedite the pre-arrival processing and release of legitimate cargo.

The electronic manifest from Customs and Border Protection's Automated Commercial Environment enables CBP to gain advanced access to shipment manifest information, which is critical to facilitating the flow of trade and preserving our national security. The agency's e-Manifests program can more readily identify shipments that may pose a risk and can expedite the pre-arrival processing and release of legitimate cargo.

The Automated Commercial Environment, or ACE, modernizes trade processing by providing automated tools and one centralized access point to connect

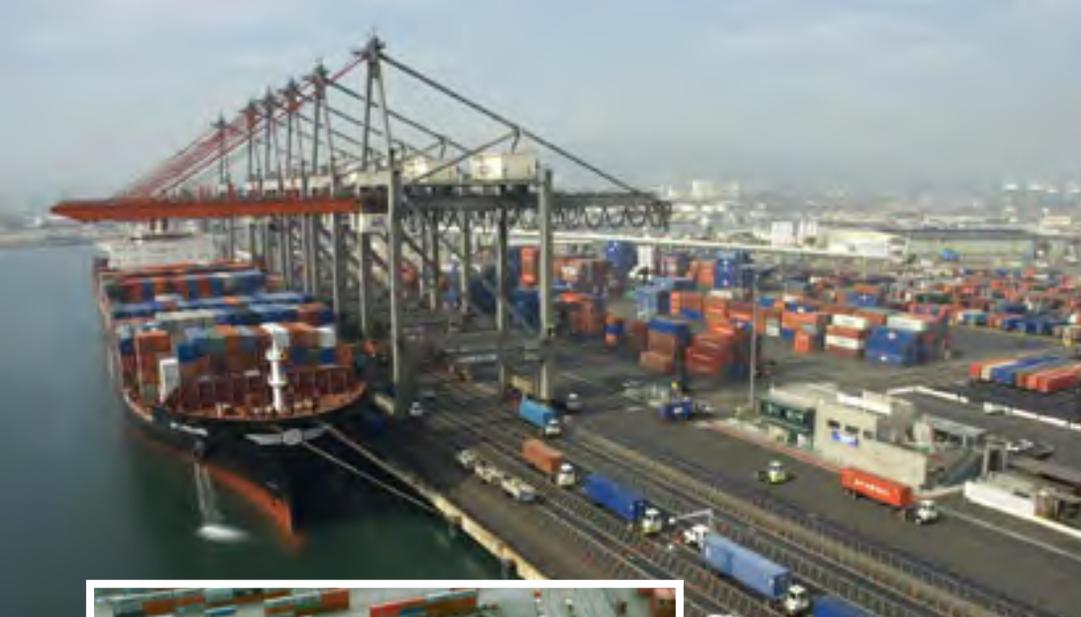
CBP, partner government agencies and the trade community. ACE is set to become fully operational in approximately three years. "What's most important is that we can dedicate our time to high-risk shipments without delaying the flow of legitimate goods," said James Swanson, supervisory CBP officer.

The many benefits of ACE's e-Manifests include improving cargo security and expediting cargo processing through faster and easier access to data, all with enhanced communications and greater flexibility.

ACE now handles manifests electronically in three of the four primary modes of transportation (rail, sea, and

truck). ACE has been the only CBP-approved mechanism for submitting truck e-Manifests since 2007. In 2012, CBP implemented ACE e-Manifest: Rail and Sea, known as M1, and ACE became the only CBP-approved method for submitting rail and sea manifests electronically in September 2012.

With M1, CBP personnel can place holds that focus on specific information, from the vessel itself to particular cargo data reported on the bills of lading and containers. Before M1, CBP could only identify suspicious cargo at a shipment level. Since M1, CBP can more narrowly target container materials, only holding the pieces that need further scrutiny



photos by James Tourtelotte

★ ACE now handles manifests electronically in three of the four primary modes of transportation (rail, sea, and truck).

*‘We are now able to utilize a system that will allow for **safer inspection of cargo** that is entering into the United States.’*

—Lt. Russell Amacher, Coast Guard

and releasing the majority of legitimate cargo to avoid unnecessary delays.

Coast Guard pilots electronic manifests

In May 2012, CBP and the U.S. Coast Guard completed a joint pilot program that allows the Coast Guard to use M1 in container inspections to improve operations and strengthen security.

“After a series of operational trials piloted in Charleston, S.C., we have verified that our partner government agencies and trade counterparts can receive and read the Coast Guard’s ACE notifications on their

respective ACE-connected systems,” said Swanson. “We can now better target high-risk cargo and improve communication with the trade community and gain greater border security.”

The pilot demonstrated how the M1 enhanced Coast Guard awareness of inbound hazardous materials, and improved coordination with CBP and other government agencies. The pilot also included industry participants throughout planning and execution.

As M1 is fully deployed, other federal agencies will benefit from the program’s shipment-status advisory messages and more

descriptive hold-status notifications.

“The Port of Charleston is known for having a high level of collaboration between federal partners and the trade and maritime communities. M1 adds another dimension to our ability to conduct risk-based assessments, target shipments and maintain the movement of low-risk commercial shipments through the port,” said Robert A. Fencel, CBP area port director in Charleston, S.C.

Coast Guard personnel may continue to use M1 to improve pre-arrival awareness, plan marine safety activities and coordinate inspections with CBP. Furthermore, they can produce reports from M1 on their own, instead of depending on their CBP partners for reports. Automating this collaboration helps both agencies overcome geographic distances and should help to reduce port supply-chain interruptions.

“The cooperation between CBP and the U.S. Coast Guard provides critical transparency between the two partner agencies, which adds value to maritime industry,” said Coast Guard Lt. Russell Amacher. “We are now able to utilize a system that will allow for safer inspection of cargo that is entering into the United States.”

“We also gain new access to cargo stowage plan details, not previously available to the Coast Guard in the field, which can be seen and referenced in joint planning” said Susan J. Henry, Coast Guard information sharing executive agent. “In particular, we stand to gain immediate benefits in anticipating and planning for hazardous materials inspections. We also look forward to new access to historical data related to incidents, which have impeded the flow of maritime cargo, and the ability to share our own inspection findings with federal partners. Once we’re able to overcome the training challenges, we should see overall improvement of joint operations with CBP and other port partners.”

CBP is now planning with the Coast Guard to expand the pilot to additional ports based on their needs. ■

—Tammy Najarian

No Bit of Blarney

Customs inspector details an international hoax at the World's Columbian Exposition of 1893

One hundred and twenty years ago, the World's Columbian Exposition opened to the public in Chicago. Years in the making, the exposition was international in scope, with foreign countries exhibiting their manufacturing prowess and some even showcasing historic treasures. Competition was fierce among the exhibitors to entice the public to visit their spaces. Some employed barkers in front of their pavilions to cajole visitors to enter, and a few even used deception

and false advertising. Perhaps the most contentious hoax involved the display of the Blarney stone.

The role for U.S. Customs inspectors at the exposition began during its planning stages and continued after the closing of the exposition until objects on exhibition were either returned to the countries of origin or reprocessed to stay in the U.S. A Customs field office was opened at the exposition near the 67th Street entrance and adjacent to the rail lines, to keep the processing of items

for the exposition “separate and distinct from the regular business of the port.” At the height of the processing, more than 300 people were employed by Customs at the exposition. They handled exhibitions from 60 countries that were transported to the site in approximately 8,000 cars. They also set the record straight about the display of the Blarney stone.

The authentic Blarney stone is built into the battlements of Blarney Castle in Ireland. While the term “blarney” and the



★ Oct. 20, 1892: World's Columbian Exposition dedication parade passes Chicago's U.S. Custom House and Post Office (at right.) Vice President Levi Morton and other dignitaries were accommodated in the reviewing stand on the steps of the federal building. The exposition opened the following May and ran through October 1893.

expression “to kiss the Blarney stone” are now associated with overly florid language or speech that is filled with exaggeration, the legend of the Blarney stone actually states that those who kiss it will be endowed with the gift of great oratory. By the time of the World’s Columbian Exposition in 1893, its legend was known across the world and its potential display at the exposition was a means to garner international press and attract visitors to the Irish Industries Village that stood in the Midway Plaisance section of the exposition.

There were actually two Irish villages at the exposition: the Donegal Village, spearheaded by Alice Hart, and the more prominent installation known as the Irish Industries Village sponsored by the countess of Aberdeen. These villages were not just for the entertainment of the public. They were also designed to showcase traditional crafting and establish popular support for removing the U.S. tariff on knitted goods, linens and laces imported from Ireland. In establishing the exhibitions, there was a concern from the planners of the Irish Industries Village that crafting demonstrations would not be enough to draw visitors in. So, the design of the village included a scaled-down replica of Blarney Castle.

Also during the planning stages of the countess’s Irish Industries Village, there was an attempt to secure the Blarney stone for display at the exposition. A Quebec newspaper carried a story in December 1892 stating, “Sir George Colthurst has received a very tempting offer from the promoters of the Chicago Exhibition to permit them to remove from Blarney Castle the celebrated stone . . .” The same article reported that Sir George had refused “the removal of the famous relic under any circumstances.”

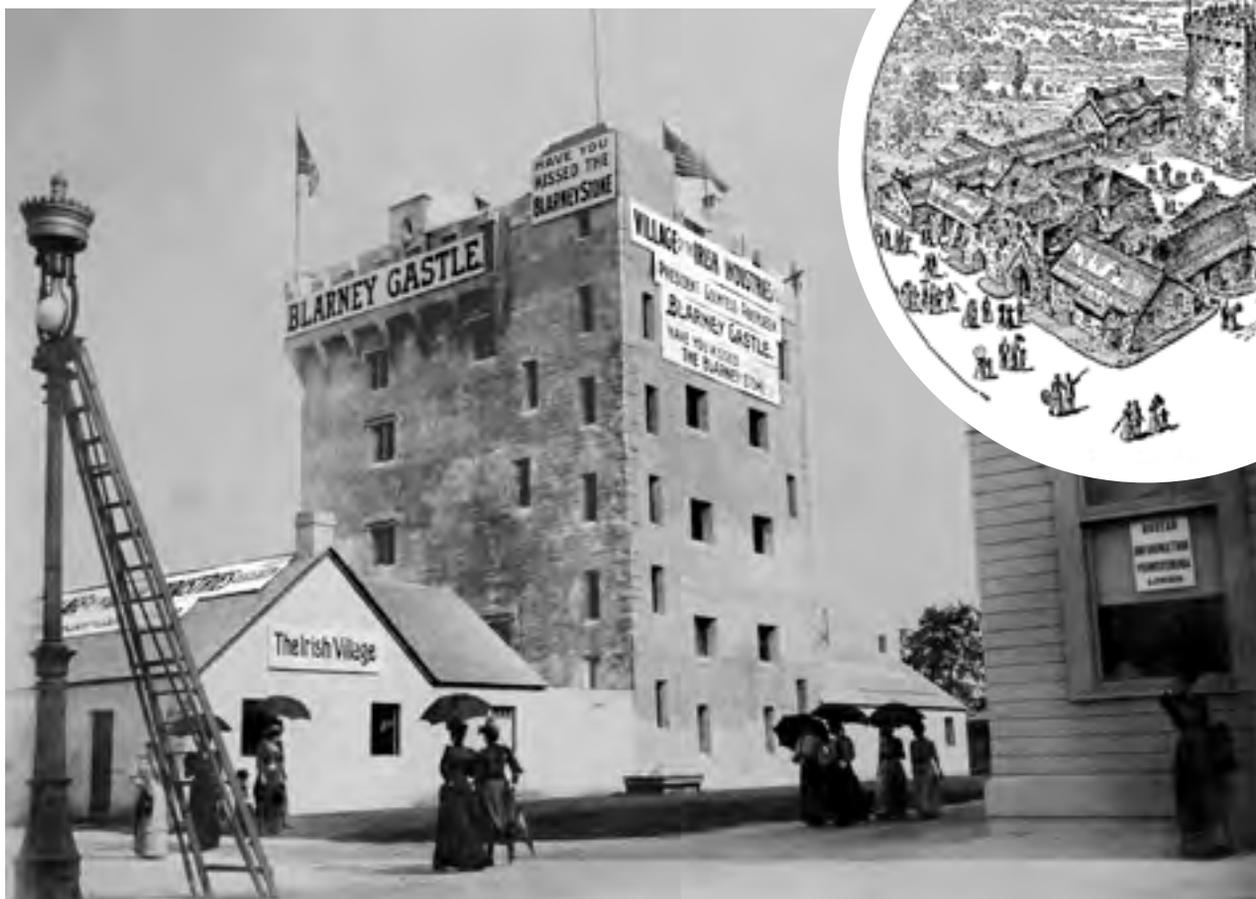


- ★ Opening day crowd at the World’s Columbian Exposition in Chicago.
- ★ Birds-eye view of the Columbian Exposition of 1893, showing the Midway Plaisance with Blarney Castle (in yellow); and the first ferris wheel in America, built by George Ferris, from whom the ever-popular public amusement got its name.

Chicago mayor was “to kiss the Blarney stone on June 18 then the public can osculate at ten cents per head.”

After the supposed stone was uncrated and placed in the replica of Blarney Castle, the Irish Industries Village Book Store published a guide with a full-page illustration that invited the public to “Come and Kiss the Blarney Stone.” Other guidebooks also listed the stone as a major attraction. Rand McNally in its “Advance Guide to the World’s Columbian Exposition” urged the “most adventurous” to climb the stairs and “gain eloquence by kissing the Blarney stone.” The supposed presence of this relic brought people into the village. Soon rumors surfaced that the stone was fake, and once again the national newspapers covered the controversy. On July 29, 1893, the Boston Globe reported on the rumor

When the exposition opened on May 1, 1893, Blarney Castle towered over the Irish Industries Village, but without the famous Blarney stone. Soon after, the national press heralded its arrival in the U.S. and announced an unveiling ceremony scheduled for June 18, 1893. A story spread through the wire services in advance of the unveiling and was carried by newspapers across the country. The Baltimore American led with the headline, “The Blarney Stone Here. Now Ready to be Kissed by the World’s Fair Visitors.” The Chicago Tribune was more specific in its headline stating that the



★ The Village of Irish Industries and the reproduction of Blarney Castle. The advertised “Blarney Stone,” an immensely popular attraction on the Midway Plaisance, turned out to be a hoax as revealed by the on-site U.S. Customs inspectors.

and called for the Irish Village “to close if the stone is fake.” The Irish Industries Village countered with the story that it was part or a “bit” of the original Blarney stone. This story was picked up by the national newspapers and included in newly published guidebooks to the exposition. Henry Davenport Northrup encapsulated this story in his book “The World’s Fair as Seen in 100 Days”:

Sir George Colthurst, the owner of Blarney Castle, sent some original stone to Lady Aberdeen. Thousands of tourists have made an effort, which they supposed was successful, to kiss the Blarney stone, but in reality they have only kissed a sort of understudy for the famous conversational rock . . .

This story also proved false.

The sponsor of the fair’s second Irish village or Donegal Village, Alice Hart, secured an affidavit from Sir George Colthurst stating that he had not sent any stone to Lady Aberdeen and that no part of the famous Blarney stone was on display at the exposition. Hart, who had attracted the attention of the national newspapers after her address to the House Ways and Means Committee of the U.S. Congress on tariff reduction on Irish wares, was touring the U.S. on a campaign to build popular support among Americans for her cause. When she arrived in New York City, she was interviewed by the New York Times. She declined to discuss the “opposition Irish Village conducted by Lady Aberdeen.” But she shared Colthurst’s statement that “. . .

said Blarney stone, or any portion thereof, as before stated, has not been removed from its original position, and therefore neither stone nor any portion thereof could be on exhibition at Chicago . . .” One week after the New York Times published this story, the Chicago Tribune reported on Sept. 21 that “Blarney Stone not in Midway. George St. John Colthurst and Lady Aberdeen Correct as ‘Erroneous Impression.’” This confession did not end the controversy. Instead, the explanation provided the means for U.S. Customs to uncover the real story of the Blarney stone hoax. Questions remained about the stone on display that supposedly traveled from Ireland, passed through customs and was installed at the Irish Industries Village. At the end of the exposition, items were either returned to

the country of origin or subject to duty for staying in the U.S. If this stone was not sent from Ireland, what stone was unpacked at the ceremony and what was the duty to be levied on it? In answering these questions, customs inspectors exposed the hoax and outlined the details of this deception in its official report on the exposition. The hoax was outlined by Joseph Ralph, deputy collector assigned to the midway exhibitions of the exposition:

The manager [of the Irish Village] . . . took into his confidence James Riley, a contractor, and requested that he produce a “Blarney stone.” Mr. Riley secured the services of one Charles Stone, an employee of the village, and together on a dark night in June, they repaired to the corner of Fifty-seventh street and Portland avenue in the city of Chicago and there dug up from the street

a limestone paving block . . . , carried it to the village, and there placed it in a case which had been received that day in bond, Case No. 97, serial 4099 . . .

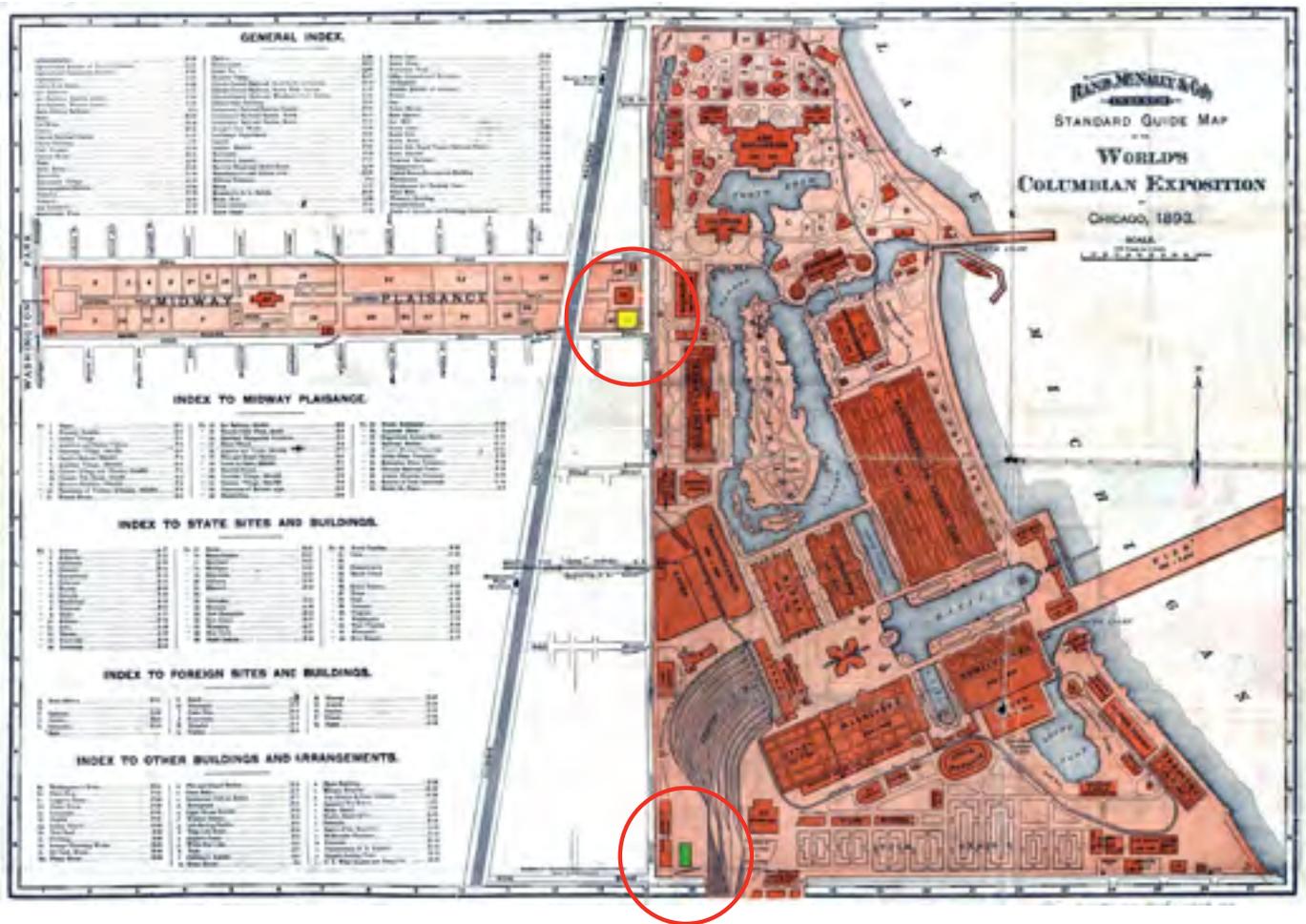
According to Ralph’s report, not even the unveiling of the bogus stone occurred as reported in the newspapers. The mayor was unable to come to the ceremony, so the Irish Industries Village enlisted E.W. Matlock, a customs employee, to open the case. Matlock did so, reviewed the contents

against the shipping manifest and noted that the case was “one stone over” the stated contents on the invoice.

That stone was then placed in the replica of Blarney Castle, and according to contemporary accounts, was kissed by more than 25,000 people who paid ten cents each for the privilege, even though it was no bit of the Blarney stone. ■

—David D. McKinney, Ph.D.
Chief Historian

★ This Rand McNally map was sold to visitors as a guide to the exposition grounds and the amusements of the Midway Plaisance, which included the first American ferris wheel. The Village of Irish Industries, with its reproduction of Blarney Castle and fake Blarney stone, was located at the entrance to the Midway Plaisance (yellow square.) The onsite U.S. Custom House (shown in green) was adjacent to the railroad tracks and the 67th Street service entrance into the exposition grounds.



BURDEN

BUSTS



Coke Bust-Up in Pine Valley

Pine Valley, Calif. – Border Patrol agents apprehended a man at the Interstate 8 checkpoint near Pine Valley, Calif., with cocaine in his vehicle. Agents encountered a 21-year-old male Mexican national driving a 2008 Honda Civic as it arrived at the checkpoint. A Border Patrol canine alerted to the vehicle and the Civic was referred for a secondary inspection. Agents requested and received permission to search the vehicle and discovered 28 bundles of cocaine hidden behind the vehicle's rocker panels. The bundles

weighed 70.20 pounds and had an estimated street value of \$772,200.

He Should've Played Air Guitar

Calexico, Calif. – CBP officers working at the Calexico downtown port recently found three pounds of methamphetamine with a street value of \$36,000 hidden inside a guitar.



Elephants and Monkeys, Oh My!

Los Angeles – CBP officers in Los Angeles experienced four days of wildlife in May and we don't mean hard partying. From May 6 through May 10, nearly half a pound of prohibited elephant meat and a dead primate were seized at the International Mail Facility. Also seized were 387 prohibited snake, lizard and crocodile skin handbags from a passenger arriving from Nigeria at the Los Angeles International Airport. All seized items were turned over to the U.S. Fish and Wildlife Service .





Nogales CBP Intercepts Pest



Nogales, Ariz. –

CBP agriculture specialists at the Port of Nogales commercial facility intercepted a significant citrus pest, an Asian citrus psyllid (*Diaphorina citri*) (Kuwayama), while inspecting a shipment of limes. The commercial shipment of limes was targeted for an enforcement inspection when an adult pest specimen was located.

Asian citrus psyllid is capable of transmitting citrus greening disease, which can lead to the death of infected trees. According to the U.S. Department of Agriculture, citrus greening has been reported in Mexico.

Tucson Border Patrol Agents Make Huge Pot Bust

Tucson, Ariz. – Tucson Sector Border Patrol agents spent a lovely May weekend seizing more than 3,000 pounds of marijuana. In one of multiple busts, Border Patrol agents from the Ajo station discovered an abandoned Ford F-150 on Federal Route 21 filled with 1,839 pounds of marijuana worth an estimated \$919,500.

Huge Pot Bust, Episode II

Pharr, Texas – CBP officers seized marijuana valued at more than \$2.7 million at the Pharr-Reynosa International Bridge's import lot. CBP officers encountered a tractor and utility trailer at the cargo facility and referred them to CBP secondary for further inspection. Examination by CBP officers revealed 350 packages commingled within close to 1,000 boxes of serrano peppers in the trailer. CBP officers removed the packages from the trailer, which had a total weight of 2,732.6 pounds of marijuana.



These Shoes Were Made for Smuggling

Philadelphia – The popular Nancy Sinatra song said these boots are made for walking, but a Camden, N.J., woman is singing the blues after CBP officers discovered her shoes were made for smuggling cocaine at Philadelphia International Airport. The officers arrested Iveliza Tuhanna Perez, 25, and turned her over to Philadelphia police. CBP officers discovered three pairs of unusually heavy women's cork wedge shoes and an X-ray detected anomalies inside the soles and heels of the shoes. CBP officers probed and discovered a white powdery substance that field-tested positive for cocaine.



RESOURCES

NEED ANSWERS?

CBP has more than 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, contact CBP.

<https://help.cbp.gov> or call (877) 227-5511 or (202) 325-8000.

U.S. PORTS OF ENTRY

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

www.cbp.gov/xp/cgov/toolbox/contacts/ports/

TRAVEL INFORMATION

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

www.cbp.gov/travel

Trusted Traveler Programs

For expedited travel for air and land border crossing, enroll in one of the following programs.

- Air travel – www.globalentry.gov
- Northern land border crossing – cbp.gov/nexus
- Southern land border crossing – cbp.gov/sentri

For international Visa Waiver Travelers

Electronic System for Travel Authorization

<https://esta.cbp.dhs.gov>

TRADE INFORMATION

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

www.cbp.gov/trade

CAREERS WITH CBP

If you are interested in a career with CBP, check out the “Careers” website for more information.

www.cbp.gov/careers

HELPFUL WEBSITES:

U.S. Department of Homeland Security – www.dhs.gov

DHSTRIP – www.dhs.gov/trip

U.S. Customs and Border Protection – www.cbp.gov

Transportation Security Administration – www.tsa.gov

Federal Emergency Management Agency – www.fema.gov

U.S. Citizenship and Immigration Services

- I-551, Permanent Resident Card (“Green Card”) – www.uscis.gov

U.S. Immigration and Customs Enforcement – www.ice.gov

United States Coast Guard – www.uscg.mil

U.S. State Department

- Passports – www.travel.state.gov/passport
- Visas – www.travel.state.gov/visa
- Visa Waiver Program – www.travel.state.gov/visa
- Cultural property – www.exchanges.state.gov

United States Department of Agriculture/APHIS

- Traveler Information – www.aphis.usda.gov/travel
- Importing Agricultural Items – www.aphis.usda.gov/import_export