



# Department of Homeland Security Border Security Metrics Report: 2022

July 3, 2023



Homeland  
Security



# Message from the Assistant Secretary for Border and Immigration Policy in the Office of Strategy, Policy, and Plans

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The “Department of Homeland Security Border Security Metrics Report” is submitted pursuant to the Fiscal Year (FY) 2017 National Defense Authorization Act (NDAA), which directs that “Not later than 180 days after the date of the enactment of this section, the Secretary [of Homeland Security] shall develop metrics, informed by situational awareness, to measure the effectiveness of security” between ports of entry, at ports of entry, in the maritime environment and to measure the effectiveness of the aviation assets and operations of Air and Marine Operations of U.S. Customs and Border Protection. The Act further directs the Secretary to annually assess, report, and implement the specified metrics.

The outcome-based performance metrics called for by the Act are the most comprehensive, rigorous set of border security metrics required of the Department of Homeland Security (DHS) to date. DHS has established processes and procedures while preparing previous reports to collect and analyze essential data to meet most, but not all, of the Act’s requirements. This 2022 report (with 2021 data) includes two new metrics, identifies which metrics are still unavailable, but has limited data for some elements and modeling due to challenges collecting survey data due to COVID-19 restrictions. DHS commits to continuing efforts to comply with all the measures of the Act.

Thank you for your continuing support and commitment to strengthening the operating effectiveness of DHS.

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

**The Honorable Gary C. Peters**

*Chairman, Senate Committee on Homeland Security and Governmental Affairs*

**The Honorable Rand Paul**

*Ranking Member, Senate Committee on Homeland Security and Governmental Affairs*

**The Honorable Mark E. Green**

*Chairman, House Committee on Homeland Security*

**The Honorable Bennie G. Thompson**

*Ranking Member, House Committee on Homeland Security*

Inquiries relating to this report may be directed to the DHS Office of Legislative Affairs at (202) 447-5890.

Sincerely,



Blas Nuñez-Neto  
Assistant Secretary  
Border and Immigration Policy  
Office of Strategy, Policy, and Plans



# DHS Border Security Metrics Report: 2022

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# I. LEGISLATIVE LANGUAGE

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Section 1092 of the National Defense Authorization Act (NDAA) for Fiscal Year (FY) 2017, signed into law December 23, 2016, directs the Secretary of Homeland Security to provide specific “Metrics for Securing the Border Between Ports of Entry,” “Metrics for Securing the Border At Ports of Entry,” “Metrics for Securing the Maritime Border,” and “Air and Marine Security Metrics in the Land Domain” annually to the Committee on Homeland Security of the House of Representatives and the Committee on Homeland Security and Governmental Affairs of the Senate. The NDAA further directs that the Secretary, “in accordance with applicable privacy laws, make data related to apprehensions, inadmissible aliens, drug seizures, and other enforcement actions available to the public, law enforcement communities, and academic research communities.”<sup>1</sup>

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<sup>1</sup> Throughout this report, all references to the NDAA are to the FY 2017 NDAA, unless otherwise noted.

## II. INTRODUCTION

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Border security is critically important to the national security of the United States. On February 2, 2021, President Joseph R. Biden signed Executive Order 14010 on “Creating a Comprehensive Regional Framework to Address the Causes of Migration, to Manage Migration Throughout North and Central America, and to Provide Safe and Orderly Processing of Asylum Seekers at the United States Border.” The order directed plans to address irregular migration across the Southwest Border by implementing a comprehensive three-part plan for safe, lawful, and orderly migration in the region. The plan will include efforts to address the underlying causes of migration through a strategy to confront the instability, violence, and economic insecurity that currently drives migrants from their homes; collaboration with regional partners to strengthen other countries’ capacity to provide protection and opportunities to asylum seekers and migrants closer to home; and changes to ensure that Central American refugees and asylum seekers have access to legal pathways to the United States. These changes are not expected to transform the situation at the border overnight, but are intended to keep the country safe, strong, and prosperous in a manner that aligns with American values.<sup>2</sup>

As directed by the FY 2017 NDAA, this report describes the efforts of the Department of Homeland Security (DHS or the Department) to measure its border security inputs, outputs, and outcomes. These metrics are essential to the effective and efficient management of the Department, including management of new and ongoing activities and investments in border enforcement as the administration implements President Biden’s comprehensive plan for orderly migration.

Comprehensive and rigorous performance management data provide Departmental leadership with the foundation to support responsible, evidence-based decision-making for resource allocation and investments and for operational and mission management. Further, DHS implementation of this approach provides unifying border security goals under the Department’s mission to secure and manage U.S. borders. Ultimately, the border security metrics described in this report are designed to assess the ability of the Department’s border security policies and investments to achieve these goals.

For analytic purposes, the metrics included in this report may be divided into three categories:

- **Inputs:** Resources acquired or expended to secure the border. Examples of border security inputs include the number of U.S. Customs and Border Protection (CBP) Office of Field Operations (OFO) officers and U.S. Border Patrol (USBP) agents deployed, border infrastructure, and number of aircraft committed to the border security mission.
- **Outputs:** Specific actions taken to secure the border. Examples of border security outputs include border crossers apprehended, travelers admitted or denied admission at ports of entry (POEs), asylum seekers identified and referred for U.S. Citizenship and Immigration Services (USCIS) protection screenings, and weight of narcotics seized. Outputs may also be defined as rates, such as the rate at which intending unlawful border crossers are apprehended or interdicted, and the accuracy of screening results for travelers and goods at POEs.
- **Outcomes:** The ultimate impacts of border security policies. The most important border security outcomes are the numbers of successful unlawful entries and quantities of illegal goods entering the United States, and the ease with which lawful travelers and goods pass through POEs.

In general, border security inputs and outputs are directly observable and can be measured with a high degree of reliability. Policymakers have direct control over resource allocation and data on inputs are available in budget and acquisitions documents. Operational agencies also track enforcement activities as part of their case management process. In short, the Department knows exactly how many agents it deploys, how many noncitizens<sup>3</sup> it apprehends, and how

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<sup>2</sup> The White House, “FACT SHEET: President Biden Outlines Steps to Reform Our Immigration System by Keeping Families Together, Addressing the Root Causes of Irregular Migration, and Streamlining the Legal Immigration System,” February 2, 2021, <https://www.whitehouse.gov/briefing-room/statements-releases/2021/02/02/fact-sheet-president-biden-outlines-steps-to-reform-our-immigration-system-by-keeping-families-together-addressing-the-root-causes-of-irregular-migration-and-streamlining-the-legal-immigration-syst/>.

<sup>3</sup> This report uses the word “noncitizen” to refer to individuals described under section 101(a)(3) of the Immigration and Nationality Act (INA). Where “alien” was originally used in a title, statutory language, or name, it has been kept as such.

many travelers it admits. Input and output metrics tend to provide insight into the level and type of enforcement effort undertaken—what the Department is doing—that are useful for workload management and tactical decision-making; but in and of themselves these metrics typically provide limited insight into the state of border security.

Outcome metrics often provide more insight than inputs and outputs when it comes to evaluating border security and may be powerful tools for policy and program evaluation. Many outcome metrics are difficult to measure directly because the whole universe of cases is not observed; for example some intending border crossers evade detection and the full population of successful unlawful border crossers can never be measured directly. This challenge is nearly universal when measuring unlawful activities, which is why law enforcement agencies typically rely on output measures, such as crime reports, as indicators of total criminal activities, for example. Measuring border security outcomes is also difficult because of the diversity and complexity of the enforcement mission along the United States' 6,000 miles of land borders, 95,000 miles of coastline, and 350 POEs. Moreover, enforcement outcomes only partially depend on border security policies, since immigration flows also reflect numerous factors outside of enforcement agencies' control, including the broader set of U.S. immigration laws and policies as well as numerous economic, demographic, and other structural factors.

Historically, DHS and the legacy Immigration and Naturalization Service (INS) addressed these measurement challenges by relying on noncitizen apprehensions (an output metric) as a proxy measure of unlawful entries between POEs (an outcome metric). More recently, CBP and DHS have initiated new estimation strategies to better understand and model unknown flows. These efforts have focused primarily on border security between POEs in the land domain (NDAA § 1092(b)), a domain that has been identified by Congress and the last several administrations as a top enforcement priority.

Some of this research continues to be refined, as DHS validates certain modeling assumptions and quantifies the uncertainty around its new estimation techniques. This report marks the third year that the Department included measures of the statistical uncertainty around metrics of the partial apprehension rate (PAR) and the sensitivity of DHS model-based estimates of unlawful entries. In addition, many of the metrics in this report remain limited to the Southwest Border. The Department's future work on border metrics will continue to refine these new indicators of border security between POEs and possibly expand data collection and methodologies to the Northern Border, while also developing additional indicators of border security, including those still identified as incomplete in this report.

Consistent with previous versions of the Border Security Metrics Report (BSMR), this year's report includes data running through the end of FY 2021.<sup>4</sup> Due to the COVID-19 pandemic, many of the data related to border apprehensions reflect a steep drop in apprehensions and admissions through POEs occurring in 2020 compared to 2019 and 2021.

Model-based estimates based on the DHS Office of Immigration Statistics (OIS) model will not be provided for 2021. Tables 1, A1, and A2 and Figures 2, 4, 6, 7, 8, A2, and A3 will be updated wherever possible to include 2021 data but will otherwise be unavailable, be based on the 2020 model-based estimates or developed using a working estimation (described later in the report). The COVID-19 pandemic caused numerous challenges in completing surveys during calendar years 2020 and 2021. Surveys were not conducted from April 2020 to June 2020 nor in 2021 and the other months in 2020 had comparatively few survey results that fit the existing criteria. In addition to resulting in the 2020 model-based estimates being heavily weighted towards the Q1 data, the lack of survey responses made estimating the 2021 deterrence rate and partial apprehension rate unfeasible using the current methodology. Imputation methods were considered but would have required untested assumptions and overextrapolation. OIS is working on updating the RTM methodology for the 2023 BSMR (2022 data) to account for changes in data availability and the evolving dynamics of border apprehensions and repatriations.

Pursuant to the NDAA, this report covers a mix of input, output, and outcome metrics between POEs, at POEs, in the maritime domain, and with respect to air and marine security in the land domain for 2021. This report includes the following information for each border security metric:

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<sup>4</sup> Throughout the rest of this report, years refer to the federal fiscal year (October 1–September 30), unless otherwise noted.

- Definition of the metric and a brief description of how the metric contributes to the Department’s understanding of border security;
- Discussion of the Department’s current methodology for producing the metric and related methodological limitations; and
- Data for 2021, along with historical data where possible, and brief discussion of implications for the current state of border security.

The following sections of this report provide this information for each metric directed by the NDAA. In addition to the specific metrics identified in NDAA § 1092(b)–(e), this report includes supplemental metrics that inform the Department’s assessment of the state of border security between POEs, as directed by NDAA § 1092(g)(3)(D).

Numbers in the text of this report are rounded to the nearest hundred (for numbers between 1,000 and 10,000) or nearest thousand (for numbers between 10,001 and 1 million); please refer to data tables for precise figures.



# III. SEC. 1092 BORDER SECURITY METRICS

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## § 1092(b) METRICS FOR SECURING THE BORDER BETWEEN PORTS OF ENTRY

### § 1092(b)(1)(A)(i) Attempted unlawful border crosser apprehension rate

#### **Definition**

In general, the attempted unlawful border crosser apprehension rate is defined as the proportion of attempted border crossers apprehended by USBP:

$$\text{Apprehension Rate} = \frac{\text{Apprehensions}}{\text{Unlawful Entry Attempts}}$$

The apprehension rate is an output metric that describes the difficulty of unlawfully crossing the border successfully.

A conceptual limitation of apprehension rate data is that they include information about border *apprehensions* but exclude information about *turn backs* (subjects who, after making an unlawful entry into the United States, return to the country from which they entered, not resulting in an apprehension or got away) (see further discussion of NDAA § 1092(b)(1)(A)(iv), below). In this sense, measures of the apprehension rate understate USBP’s overall enforcement success rate. On the other hand, some analysts consider information about turn backs difficult to interpret since an unknown share of turn backs make additional entry attempts.

While USBP has reliable administrative data on apprehensions, the Department does not have an exact count of unlawful entry attempts since an unknown number of unlawful border crossers evade detection. As a result of this so-called “denominator problem,” the Department must *estimate* the apprehension rate.

Previous versions of this report have included two apprehension rate estimates that have been calculated independently by DHS and USBP, respectively:

- *Model-based apprehension rate* ( $AR_{\text{Model-based}}$ ) – Based on statistical modeling, the estimated share of all attempted unlawful border crossers between land POEs that is apprehended. For reasons related to the COVID-19 pandemic, no model-based estimates could be developed for 2021.
- *Observational apprehension rate* ( $AR_{\text{Observational}}$ ) – Based on direct (unlawful border crossers observed by USBP) and indirect (residual evidence of a border crosser (e.g., footprints) observations of attempted unlawful border crossers, the estimated share of observed attempted unlawful border crossers that is apprehended.

Beginning with this year’s version of this report, the Department is also reporting a single, synthesized metric that leverages the best available data from the model-based and observational measures:

- *Apprehension rate working estimate* ( $AR_{\text{Working estimate}}$ ) – Equal to the model-based apprehension rate for the years 2000–2013; equal to the average of the model-based and observational estimate for the years 2014–2019; equal to the observational estimate for the years 2020–2021.

## Methodology and Limitations

### Model-based apprehension rate

The model-based apprehension rate for all other years is based on the repeated trials model (RTM) methodology. As explained in detail in Appendix A, the RTM methodology yields an estimated PAR for Southwest Border crossers, which focuses on a relatively small share of attempted unlawful border crossers. This report includes significant updates to the PAR methodology given COVID-19 and Title 42 policies (see Appendix A).

Following the calculation of the PAR, the model consists of four additional steps. First, all attempted unlawful border crossers are divided into two groups, which are labeled *impactable* and *non-impactable* by traditional DHS enforcement policies. Impactable border crossers include adults without children who are not asylum seekers and (prior to 2017) who are not from Cuba. Noncitizens in this group are described as *impactable* because they are generally subject to the full range of DHS and Department of Justice (DOJ) enforcement consequences, and therefore potentially impacted by existing border enforcement. Non-impactable border crossers include unaccompanied children (UC), family units (FM), individuals who request asylum and USCIS finds a credible fear of persecution or torture, and (prior to 2017) Cubans. Noncitizens in this group have usually been released into the United States with a Notice to Appear in immigration court for removal proceedings on a future date.<sup>5</sup> These noncitizens are assumed generally to be non-impactable by traditional DHS enforcement activities at the border because even if they are apprehended, they are typically unlikely to be immediately removed.<sup>6</sup>

Second, the  $AR_{\text{Model-based}}$  methodology assumes an apprehension rate for each of these two groups: 1) all attempted unlawful border crossers in the *impactable* population are assumed to be apprehended at the PAR generated by the RTM methodology; and 2) all unlawful border crossers in the *non-impactable* population are assumed to intentionally present themselves to a USBP agent or OFO officer and therefore to have a 100 percent apprehension rate. Notably, these assumptions do not reflect the actual behavior of all border crossers, as noted below, but they serve to construct a probability model.

Third, the PAR is used to calculate the total number of *impactable* noncitizens making unlawful entry attempts. The methodology assumes (in the previous step) that all *impactable* noncitizens are apprehended at the PAR rate generated by the RTM methodology:

$$PAR = \frac{\text{Apprehensions}_{\text{Impactable}}}{\text{Attempts}_{\text{Impactable}}}$$

Mathematically, this equation can be rearranged to define the total number of *impactable* noncitizens making an unlawful entry attempt as follows:

$$\text{Attempts}_{\text{Impactable}} = \frac{\text{Apprehensions}_{\text{Impactable}}}{PAR}$$

Since non-*impactable* noncitizens are assumed to have a 100 percent apprehension rate, the number of entry attempts of non-*impactable* noncitizens is equal to the number of their apprehensions.

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<sup>5</sup> UCs generally are issued a Notice to Appear and transferred to the Department of Health and Human Services as required by the Trafficking Victims Protection Reauthorization Act of 2008. See 8 U.S.C. § 1232(a)(5)(D), (b)(3).

<sup>6</sup> Cubans were considered non-*impactable* between 1995 and January 2017 because they were routinely granted parole into the United States if they reached U.S. soil, under the “wet foot/dry foot” policy. The wet foot/dry foot policy was the name given to a former interpretation of the 1995 revision of the application of the Cuban Adjustment Act of 1966. The Obama Administration terminated the special parole component of the wet foot/dry foot policy in January 2017.

Finally, the total apprehension rate is calculated as a weighted average of the total numbers of impactable and non-impactable noncitizens attempting unlawful entry times their respective apprehension rates:

$$AR_{\text{Model-based}} = \frac{(\text{Attempts}_{\text{Impactable}} * \text{PAR}) + (\text{Attempts}_{\text{Non-impactable}} * 100\%)}{\text{Attempts}_{\text{Impactable}} + \text{Attempts}_{\text{Non-impactable}}}$$

The historic  $AR_{\text{Model-based}}$  methodology makes assumptions that cannot be fully validated. First, the  $AR_{\text{Model-based}}$  methodology builds on the RTM's PAR, and so incorporates all the RTM methodology assumptions and associated limitations discussed in Appendix A. In addition, the historic  $AR_{\text{Model-based}}$  methodology also assumes the entire cohort of border crossers can be divided into impactable and non-impactable groups, that the entire impactable group is apprehended at the same rate as RTM noncitizens included in the PAR analysis, and that the entire non-impactable group is apprehended 100 percent of the time. Each of these additional assumptions introduces potential biases into the estimated apprehension rate. Assumptions about non-impactable noncitizens may have an especially large impact on  $AR_{\text{Model-based}}$  in recent years as non-impactables have come to represent a larger share of all encounters than has historically been the case. The previous version of this report includes a sensitivity analysis at the end of Appendix A that quantifies the potential impact of these assumptions on the model-based apprehension rate.

### Observational apprehension rate

The observational apprehension rate is calculated as the ratio of USBP apprehensions to the sum of apprehensions and observed (directly or indirectly) got aways:

$$AR_{\text{Observational}} = \frac{\text{Apprehensions}}{\text{Apprehensions} + \text{Got Aways}}$$

Got aways are defined as subjects at the Southwest Border who, after making an unlawful entry, are not turned back or apprehended, and are no longer being actively pursued by USBP agents.<sup>7</sup> Some subjects are observed directly as evading apprehension or turning back; others are acknowledged as got aways or turn backs after agents follow evidence that indicate entries have occurred such as foot sign (i.e., tracks), sensor activations, interviews with apprehended subjects, camera views, and communication between and among stations and sectors. The scope of these data includes all areas of the Southwest Border at or below the northernmost law enforcement posture (typically a USBP checkpoint) within a given area of responsibility, and those individuals apprehended less than 30 days after entering the United States.

Prior to 2014, an important methodological limitation of the observational estimate is that the estimated count of got aways aggregated subjective observations from thousands of individual agents. Since 2014, USBP has implemented a standard, Southwest Border-wide methodology for determining when to report a subject as a got away, mitigating this problem. In an effort to maintain reliable best practices, command staff at all Southwest Border stations ensure agents are aware of and utilize proper definitions for apprehensions, got aways, and turn backs at their respective stations. They also ensure the necessary communication takes place between and among sectors and stations to minimize double counting when subjects cross more than one station's area of responsibility. In addition to station-level safeguards, designated USBP Headquarters components validate data integrity by utilizing various data quality reports.

The primary remaining limitation of USBP's  $AR_{\text{Observational}}$  methodology is that the denominator excludes an unknown number of unobserved got aways. This problem may be exacerbated during periods of high inflows when agents may be pulled off the line to process encounters. Nonetheless, DHS has invested millions of dollars in technology over the past several years that has facilitated the ability to see and detect more at the border. These continuing improvements in situational awareness have increased DHS' real-time ability to identify and count the unlawful activity that agents are encountering at the immediate border, as well as their ability to respond. As a result, while the number of Southwest Border encounters surged in 2019 and 2021, agents are actually interdicting slightly higher percentages of the total

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<sup>7</sup> See 6 U.S.C. § 223(a)(3) for definition of got aways.

known flow. This increasing situational awareness narrows the gap between the known and unknown flow and puts DHS in a position to continue to enhance its observational estimates of border security.

### **Apprehension Rate Working Estimate**

As introduced in the opening section, beginning with this report DHS reports a combined working estimate of the apprehension rate that is designed to provide a single trend line reflecting the best available estimate of the apprehension rate in any given year. For the years 2000–2013, the Department’s working estimate of the apprehension rate is strictly based on the DHS model-based estimate. The model-based estimate is used for these years because this is the time period for which encounter demographics were most closely aligned with the assumptions underlying the model-based estimate—i.e., that most intending crossers were single adults, primarily from Mexico, and that majorities of those apprehended made additional crossing attempts. At the same time, the observational estimate was not available at all prior to 2006, and it is considered relatively unreliable for the years 2006–2013 prior to USBP’s implementation of a standardized methodology for reporting got aways.

For the years 2014–2019, the Department’s working estimate of the apprehension rate is based on the average of the DHS model-based estimate and the USBP observational estimate. The  $AR_{Model-based}$  and the  $AR_{Observational}$  were calculated independently based on different assumptions and (in part) different data sources. The fact that there were still highly correlated lends credence to both measures. The Department believes the best available point estimates for apprehension rates during these years is a mixed-methods average of these two independent metrics.

Beginning with 2020, the Department’s best available working estimate is strictly based on the USBP observational estimate. The primary reason for this choice is that one of the key data sources for the model-based estimate became unavailable beginning in 2020 as a result of the COVID-19 pandemic. While the Department was able to leverage pre-pandemic data to generate a 2020 model-based estimate, OIS determined that this approach was not viable for 2021. Even without the missing data challenge beginning in 2020, OIS views its model-based estimate as increasingly problematic over the course of the 2010s because of the rising numbers of families and children and of non-Mexicans as shares of border encounters, all demographic groups that are poor fits to the model-based methodology, as described above. At the same time, ongoing investments in surveillance infrastructure over the last several decades have also increased the Department’s confidence in the USBP observational estimate, making the USBP data a viable choice while USBP and DHS pursue additional approaches to continue improving their estimates of the apprehension rate and of the number of successful unauthorized entries (see below).

## Available Data and Discussion

Table 1 provides the estimated model-based apprehensions rate for 2000 to 2020 and the estimated observational apprehension rate for 2006 to 2021, the years for which these data are available due to COVID-19 pandemic limitations.

**Table 1.**  
**Model-Based and Observational Apprehension Rates, FY 2000 to 2021**

| Fiscal Year | Model-based Apprehension Rate | Model-based Apprehension Rate, Lower Bound | Model-based Apprehension Rate, Upper Bound | Observational Apprehension Rate | Southwest Border Working Estimate Apprehension Rate |
|-------------|-------------------------------|--------------------------------------------|--------------------------------------------|---------------------------------|-----------------------------------------------------|
| 2000        | 42.5                          | NA                                         | NA                                         | NA                              | 42.5                                                |
| 2001        | 41.1                          | NA                                         | NA                                         | NA                              | 41.1                                                |
| 2002        | 35.7                          | NA                                         | NA                                         | NA                              | 35.7                                                |
| 2003        | 32.5                          | NA                                         | NA                                         | NA                              | 32.5                                                |
| 2004        | 36.1                          | NA                                         | NA                                         | NA                              | 36.1                                                |
| 2005        | 35.7                          | NA                                         | NA                                         | NA                              | 35.7                                                |
| 2006        | 37.7                          | NA                                         | NA                                         | 63.9                            | 37.7                                                |
| 2007        | 38.5                          | NA                                         | NA                                         | 64.6                            | 38.5                                                |
| 2008        | 41.0                          | 39.6                                       | 42.5                                       | 68.3                            | 41.0                                                |
| 2009        | 42.9                          | 41.4                                       | 44.5                                       | 71.3                            | 42.9                                                |
| 2010        | 42.4                          | 40.7                                       | 44.2                                       | 74.9                            | 42.4                                                |
| 2011        | 42.3                          | 39.5                                       | 45.5                                       | 79.8                            | 42.3                                                |
| 2012        | 45.6                          | 41.6                                       | 50.6                                       | 77.6                            | 45.6                                                |
| 2013        | 50.6                          | 46.0                                       | 56.1                                       | 71.0                            | 50.6                                                |
| 2014        | 63.2                          | 57.7                                       | 70.0                                       | 75.0                            | 69.1                                                |
| 2015        | 66.9                          | 60.9                                       | 74.2                                       | 76.9                            | 71.9                                                |
| 2016        | 76.4                          | 70.6                                       | 83.3                                       | 79.6                            | 78.0                                                |
| 2017        | 71.9                          | 66.5                                       | 78.3                                       | 74.9                            | 73.4                                                |
| 2018        | 77.0                          | 71.3                                       | 83.6                                       | 75.8                            | 76.4                                                |
| 2019        | 89.5                          | 85.2                                       | 94.1                                       | 85.0                            | 87.2                                                |
| 2020        | 66.2                          | 59.7                                       | 74.2                                       | 74.8                            | 74.8                                                |
| 2021        | NA                            | NA                                         | NA                                         | 80.9                            | 80.9                                                |

NA – no data available.

Notes: Model-based apprehension rate estimates for years prior to 2020 update previously reported estimates; see Appendix A for details. The lower and upper bounds are based on a 95 percent confidence interval. Table based on Office of Immigration Statistics (OIS) model-based estimates for 2000–2013, average of OIS and CBP observational estimates for 2014–2019, and CBP observational estimates from 2020–2021. Model-based apprehension rate is unavailable for 2021.

Source: OIS analysis of USBP data and OIS RTM.

Overall, both available measures of the apprehension rate indicate that, since 2013, USBP apprehends the majority of intending border crossers, and that the apprehension rate has substantially increased over the last decade.

The model-based apprehension rate went from 42 percent in 2000 and a low point of 33 percent in 2003 to a high of 89 percent in 2019 before falling to 66 percent in 2020. Increases in the model-based apprehension rate have been sharpest since 2012, reflecting increases during this period in the estimated at-the-border deterrence rate, the estimated apprehension rate for impactable border crossers (i.e., the PAR), and an increase in the share of border crossers who are non-impactable and therefore assumed to present themselves to agents and therefore to be apprehended 100 percent of the time. (See discussion of NDAA § 1092(g)(3)(D) Other Appropriate Information for the deterrence rate and of non-impactables as a share of border crossers.)

The observational apprehension rate has also shown improvements since 2006. Despite its limitations, the upward trend in  $AR_{\text{Observational}}$  is noteworthy because it independently reinforces the upward trend observed in the model-based estimate. Moreover, with increasing situational awareness along the border during this period, it is likely that CBP detects an increasing share of total got aways over time, as noted above. As a result, the upward trend in  $AR_{\text{Observational}}$  likely underestimates the actual increase in the total share of attempted border crossers that are apprehended.

## **CBP and USBP Modeling and Simulation Efforts**

In partnership with Johns Hopkins University’s Applied Physics Lab, USBP has invested in a new modeling effort that is expected to generate an additional independent estimate of the apprehension rate beginning in FY 2023. The USBP model-based analysis is based on an agent-based simulation to examine each line station along the Southwest and Northern Border from an operational perspective. The Operational Performance Simulator (OPS) incorporates detailed operational data, terrain and environmental characteristics, and technical specifications related to surveillance technology capability and placement, as well as the deployment of resources including infrastructure and agents. The simulator uses those modeled inputs to mimic the movement of border threats along known trails and patrol routes toward the vanishing line, as well as USBP activities to mitigate those threats to produce an estimate of the total illicit, cross-border entries between ports of entry (detected and undetected).

Analysis was completed for all line stations along the Southwest Border for 2019, and teams refined the model with 2020 data. DHS’s Science and Technology Directorate (S&T) completed an independent verification and validation (IV&V), determining the performance of OPS to be an appropriate way to capture the complex interactions and emergent behavior among the environment, sensors, USBP agents, and migrants that comprise the border system. S&T additionally concluded that the overall methodology of employing historical data to estimate the number of migrant groups and size of each group is sound. Refinement efforts continue to incorporate newly deployed border-security technologies, additional operational attributes, and updated threat characteristics. USBP expects to release its estimates of total illegal entries on the Southwest Border based on the OPS methodology in FY 2023.

### **OIS updates to the RTM methodology**

In addition to USBP’s agent-based simulation approach, OIS is actively pursuing updates to (or replacements for) its RTM model with a goal of again generating independent estimates of the at-the-border apprehension rate and of total successful unlawful entries in FY 2023.

## **§ 1092(b)(1)(A)(ii) Detected unlawful entries**

### **Definition**

*Detected unlawful entries* – The total number of attempted unlawful border crossers between land POEs who are directly or indirectly observed or detected by USBP.

Detected unlawful entries are an outcome metric that describes the numbers of noncitizens detected crossing or attempting to cross the border unlawfully. Detected unlawful entries are not a comprehensive outcome metric since they exclude undetected unlawful entries, as discussed below. The ratio of detected to undetected unlawful entries, also discussed below, is an output metric that describes the Department’s ability to detect unlawful entries.

### **Methodology and Limitations**

The number of detected unlawful entries is calculated as the sum of turn backs, got aways, apprehensions, and U.S. Code Title 42 (T42) encounters. Turn backs are defined as subjects who, after making an unlawful entry into the United States, return to the country from which they entered, not resulting in an apprehension or got away. Got aways are defined as subjects who, after making an unlawful entry, are not turned back or apprehended, and are no longer being actively pursued by USBP agents. Apprehensions are defined as inadmissible noncitizens arrested by USBP under U.S. Code Title 8 immigration enforcement authority. T42 “encounters” are expulsions from the United States of noncitizens specifically in accordance with orders from the Centers for Disease Control and Prevention (CDC) under its Title 42 public health authority. T42 expulsions are tracked separately from apprehensions.<sup>8</sup>

Turn backs and got aways are observational estimates; USBP records total and by-sector estimates of turn backs and got aways based on direct and indirect observations as described above. Apprehensions and T42 encounters are nationwide

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<sup>8</sup> See § 1092(b)(1)(I) for a detailed explanation for the exclusion of T42 encounters in our analysis.

totals calculated based on CBP administrative records captured during enforcement processing; USBP apprehension and T42 data are considered a reliable count of law enforcement actions.

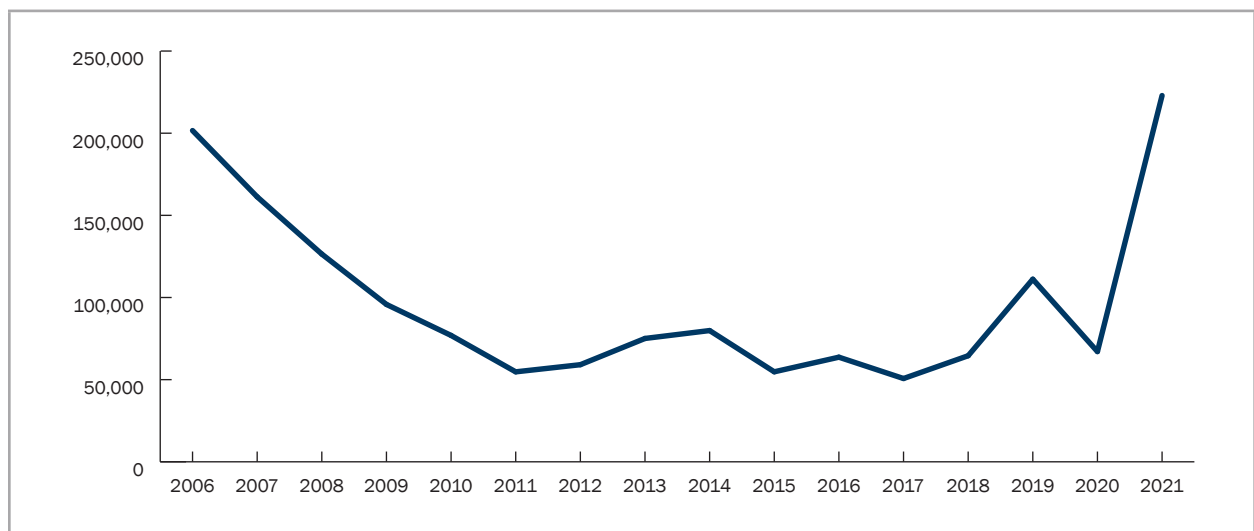
The primary limitation to detected unlawful entries is that this metric incorporates turn back and got away estimates that aggregate potentially subjective observations from thousands of individual agents. USBP has taken steps to address this problem by establishing consistent and reliable turn back and got away methodologies, as discussed above.

### Available Data and Discussion

Figure 1 depicts available data on estimated detected unlawful entries for 2006 to 2021, the years for which data are available. As the figure indicates, estimated detected unlawful entries (the sum of apprehensions, T42 encounters, observed turn backs, and observed got aways) fell from 2.0 million in 2006 to 548,000 in 2011, after which it stabilized between 500,000 to 800,000 until 2019 when it reached 1.1 million. In 2020, detected unlawful entries briefly dropped to 671,000, before rising to 2.2 million in 2021.

Figure 1.

Estimated Detected Unlawful Entries Between POEs, FY 2006 to 2021



Notes: T42s are included in 2020 and 2021, but not other years, as 2020 is the first year T42 encounters occurred. Previous versions of this report misreported nationwide apprehensions as Southwest Border apprehensions for some years; data have been corrected to reflect nationwide totals for all years.  
Source: OIS analysis of USBP data.

## § 1092(b)(1)(A)(iii) Estimated undetected unlawful entries

### Definition

*Undetected unlawful entries* – An estimate of the number of attempted unlawful border crossers between land POEs who are not directly or indirectly observed or detected by USBP. By assumption, undetected unlawful entries evade apprehension and enter the United States unlawfully.

Undetected unlawful entries are an outcome metric that describe the numbers of noncitizens who completely evade detection and successfully enter the United States unlawfully. Undetected unlawful entries are not a comprehensive outcome metric since the metric excludes detected unlawful entries, discussed above. The ratio of detected to total unlawful entries (i.e., the probability of detection) is an output metric that describes the Department’s ability to detect unlawful entries, as discussed below. At present, this methodology only exists for the Southwest Border between POEs.

## Methodology and Limitations

Historically, the Department has estimated undetected unlawful by building on the RTM methodology to produce a model-based estimate of total successful unlawful entries. The estimated number of undetected unlawful entries is calculated as the difference between the model-based estimate of total successful unlawful entries and USBP's observational estimate of got aways (i.e., detected successful unlawful entries):

$$\text{Undetected Unlawful Entries} = \text{Total Successful Unlawful Entries} - \text{Detected Got Aways}$$

As explained in detail in Appendix A, the RTM methodology yields an estimated PAR for Southwest Border crossers. Following the calculation of the PAR, the methodology for estimating total successful unlawful entries consists of three additional steps.

First, as in the calculation of the model-based apprehension rate discussed above, all attempted unlawful border crossers are divided into impactable and non-impactable groups (also see NDAA § 1092(g)(3)(D) Other Appropriate Information). Second, based on the assumption that impactable noncitizens are apprehended at the same rate as RTM noncitizens included in the PAR analysis, the PAR is used to estimate the odds of successful entry for noncitizens within the impactable population group.<sup>9</sup> Third, the number of successful unlawful entries is estimated based on the number of impactable noncitizens apprehended multiplied by the odds of successful entry among this group. Because non-impactable noncitizens are assumed to be apprehended 100 percent of the time (i.e., no noncitizen successfully enters without being apprehended) only impactable noncitizens contribute to the estimated count of successful unlawful entries.

$$\text{Total Successful Unlawful Entries} = \text{Apprehensions of Impactable Noncitizens} * \text{Odds of Successful Entry}$$

The estimated number of undetected unlawful entries is derived from the observational estimate of detected unlawful entries (with limitations discussed above) and the model-based estimate of total successful unlawful entries. This latter model-based estimate is in turn derived from the RTM methodology and the model-based apprehension rate, with additional limitations discussed above. (See Appendix A for further discussion of the assumptions involved in the estimate of total successful unlawful entries, including a sensitivity analysis for the most recent estimate.)

As noted above, the DHS model-based estimate is not available for 2021; as a result, no estimates of total successful unlawful entries or of undetected unlawful entries are available for 2021, and data in this section is limited to the period 2006–2020, the years for which necessary estimates are available.

## Available Data and Discussion

Figure 2 depicts available data on estimated undetected unlawful entries. As the figure indicates, the available methodology estimates that undetected unlawful entries fell from over one million in 2006 to (technically) zero in 2018 and 2019 and the Department does not interpret these results to mean that zero noncitizens successfully crossed the border without being detected. These findings are made possible by the fact that the estimate of undetected entries is derived from two distinct data sources: detected entries is based on CBP's observational estimate of turn backs and got aways (and administrative data on apprehensions); total entries is based on OIS' repeated trials model. Neither component of the estimate is believed to produce an exact count. The finding of zero undetected entries in 2018 and 2019 simply reflects the fact that the RTM model-based methodology yields a slightly lower estimate of total successful unlawful entries than does CBP's observational estimate of got aways. As a result of disruptions caused by the COVID-19 pandemic, OIS is unable to provide an estimate for 2021.

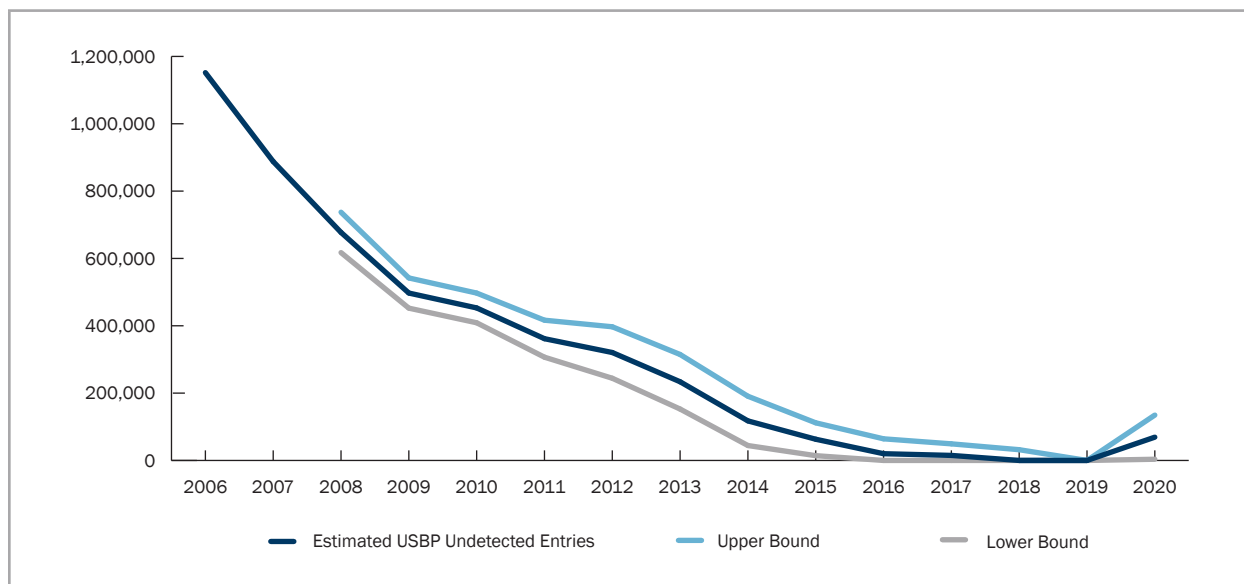
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<sup>9</sup> Mathematically, odds of successful entry =  $\left(\frac{1-\text{PAR}}{\text{PAR}}\right)$ .



**Figure 2.**

**Estimated Southwest Border Undetected Unlawful Entries, FY 2006 to 2020**



Notes: Data for years prior to 2020 update previously reported estimates; see Appendix A for details. The lower and upper bounds are based on a 95 percent confidence interval. Source: OIS analysis of USBP data and OIS RTM.

## § 1092(b)(1)(A)(iv) Turn backs

### Definition

Turn backs – An estimate of the number of subjects who, after making an unlawful entry into the United States, return to the country from which they entered, not resulting in an apprehension or got away.

Turn backs are an output metric that USBP uses for tactical decision-making.

Turn backs also contribute to several other border security metrics, including detected unlawful entries, discussed above, and the unlawful border crossing effectiveness rate, discussed below.

### Methodology and Limitations

Turn backs are a nationwide observational estimate; USBP records total and by-sector estimates of turn backs based on direct and indirect observations as described above.

The primary limitation to detected turn backs is that the estimate aggregates potentially subjective observations from thousands of individual agents. USBP has taken steps to address this problem by establishing consistent and reliable turn back and got away methodologies, as discussed above. In addition, some unlawful border crossers might enter the United States to drop off drug loads or to act as decoys to lure agents away from a certain area and then return to Mexico, and therefore may be misidentified as turn backs.<sup>10</sup> However, USBP believes these instances are too infrequent to have a substantial impact on the total number of turn backs.

<sup>10</sup> U.S. Government Accountability Office (GAO), “Border Patrol: Goals and Measures Not Yet in Place to Inform Border Security Status and Resource Needs,” GAO-13-330T, February 26, 2013, p. 15.

## Available Data and Discussion

The number of turn backs increased by 45 percent since 2011, and by 36 percent since 2020. Turn backs increased at the Coastal, Northern, and Southwest Border from 2011 to 2021. Since 2020, turn backs on the Coastal Border increased by 4 percent and turn backs on the Southwest Border increased by 37 percent, while the Northern Border decreased 47 percent.

**Table 2a.**

**USBP Turn Backs between POEs by Border, FY 2011 to 2021**

|                         | 2011           | 2012           | 2013           | 2014           | 2015           | 2016           | 2017          | 2018           | 2019           | 2020           | 2021           |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|----------------|----------------|----------------|----------------|
| Coastal Border          | 0              | 0              | 1,804          | 3,002          | 3,440          | 5,665          | 1,957         | 413            | 1,443          | 1,175          | 1,225          |
| Northern Border         | 21             | 51             | 34             | 20             | 32             | 9              | 56            | 121            | 228            | 219            | 116            |
| Southwest Border        | 121,007        | 121,079        | 156,433        | 147,025        | 105,670        | 108,601        | 89,985        | 112,231        | 98,729         | 127,593        | 174,320        |
| <b>Nationwide Total</b> | <b>121,028</b> | <b>121,130</b> | <b>158,271</b> | <b>150,047</b> | <b>109,142</b> | <b>114,275</b> | <b>91,998</b> | <b>112,765</b> | <b>100,400</b> | <b>128,987</b> | <b>175,661</b> |

Notes: Previous versions of this table misreported total turn backs as being only turn backs at the Southern Border in some years; the current table corrects this error. Data for 2013–2020 as of end of year dates; data for 2011–2012 as of July 20, 2022 (end of year data snapshots only began as of 2013).

Source: USBP.

## § 1092(b)(1)(A)(v) Got aways

### Definition

*Got aways* – An estimate of the number of subjects who, after making an unlawful entry, are not turned back or apprehended, and are no longer being actively pursued by USBP agents.<sup>11</sup>

*Total successful unlawful entries* – An estimate of the total number of subjects who cross the border unlawfully and who enter the United States without being apprehended.

### Methodology and Limitations

Got aways are an observational estimate; USBP records total and by-sector estimates of got aways based on direct and indirect observations as described above. Got aways are recorded by USBP at all borders; see Table 2b.

The number of got aways in 2021 increased 354 percent since 2011, and 186 percent since 2020. Got aways increased at all borders since 2020, with the Southwest Border increasing by 187 percent. Northern Border got aways increased by 97 percent 2019 to 2020, while Coastal Border got aways increased by 15 percent since 2020. Coastal Border got away reached their highest recorded level, and Northern Border got aways reached their second highest level since 2019, at 168 percent and 754 percent greater than their 2011 numbers respectively.

**Table 2b.**

**USBP Detected Got Aways between POEs by Border, FY 2011 to 2021**

|                         | 2011          | 2012           | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           | 2019           | 2020           | 2021           |
|-------------------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Coastal Border          | 682           | 610            | 577            | 594            | 681            | 572            | 533            | 496            | 935            | 926            | 1,828          |
| Northern Border         | 39            | 21             | 35             | 53             | 43             | 41             | 67             | 239            | 441            | 289            | 333            |
| Southwest Border        | 85,505        | 104,474        | 171,051        | 161,424        | 100,771        | 106,030        | 103,694        | 127,944        | 150,090        | 135,593        | 389,155        |
| <b>Nationwide Total</b> | <b>86,226</b> | <b>105,105</b> | <b>171,663</b> | <b>162,071</b> | <b>101,495</b> | <b>106,643</b> | <b>104,294</b> | <b>128,679</b> | <b>151,466</b> | <b>136,808</b> | <b>391,316</b> |

Note: Data for 2013–2020 as of end of year dates; data for 2010–2012 as of July 30, 2021 (end of year data snapshots only began as of 2013).

Source: USBP.

<sup>11</sup> See 6 U.S.C. § 223(a)(3) for definition of got aways.

As the vast majority of detected got aways occur at the Southwest Border, the remainder of this section refers exclusively to the Southwest Border between POEs.

The primary methodological limitation of got aways is that the estimate aggregates potentially subjective observations from thousands of individual agents. USBP has taken steps to address this problem by establishing consistent and reliable turn back and got away methodologies, as discussed above.

Conceptually, the got aways metric is limited to flows observed (directly or indirectly); the metric is not a comprehensive measure of successful unlawful entries. USBP’s recent work to increase situational awareness, including using Geospatial Intelligence, gives the Department growing confidence in its count of got aways. As situational awareness continues to improve, observed got aways will become an increasingly comprehensive measure of successful unlawful entries. USBP and DHS are working to refine USBP’s observational methodology and to describe the gap more precisely between observed and unobserved got aways.

The methodology for estimating total successful unlawful entries is based on the RTM methodology. As explained in detail in Appendix A, the RTM methodology yields an estimated PAR for Southwest Border crossings, which focuses on a relatively small share of attempted unlawful border crossers. Following the calculation of the PAR, the methodology for estimating total successful unlawful entries consists of three additional steps, as described above: attempted border crossers are divided into impactable and non-impactable groups; the PAR is used to estimate the odds of successful entry; and the number of successful unlawful entries is estimated based on the odds of successful entry among this group multiplied by the number of apprehensions of impactable noncitizens.

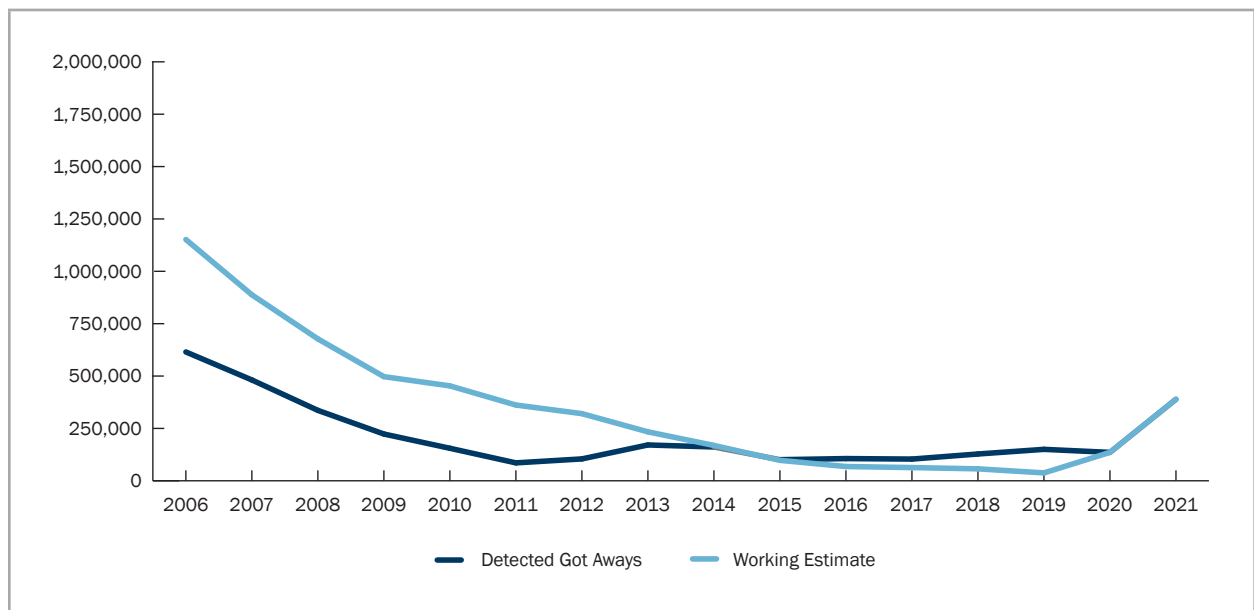
Each assumption involved in using the PAR to estimate total successful unlawful entries introduces methodological limitations and potential biases. See Appendix A for a discussion of the impact of these assumptions.

### Available Data and Discussion

Figure 3 depicts detected got aways at the Southwest Border between POEs for 2006 to 2021, as well as the working estimate, an estimated total of successful unlawful entries for 2006 to 2021.

**Figure 3.**

**Southwest Border Got Aways and Estimated Total Successful Unlawful Entries between POEs, FY 2006 to 2021**



Notes: Table based on model-based estimates for 2010–2013, average of OIS and CBP observational estimates for 2014–2020, and CBP observational estimates for 2021–2022. Data for estimated total successful unlawful entries for years prior to 2020 update previously reported estimates; see Appendix A for details. The model-based estimate of total successful unlawful entries, which contributes to the working estimate, is unavailable for 2021.  
Source: OIS analysis of USBP data and OIS RTM.

Notably, the working estimate of total successful unlawful entries declined at a faster rate than observed got aways, with the model-based estimate falling 88 percent between 2006 and 2020 (the period for which both data series are available) versus a 78 percent decrease for detected got aways during this period. Relatedly, the two series have substantially converged over this time-period, with observed got aways accounting for 35 percent of total estimated successful unlawful entries in 2006 versus 66 percent in 2020 and over 100 percent in 2018 and 2019. As noted above, the use of separate methodologies to estimate observed got aways and total successful unlawful entries yields findings that cannot be fully reconciled for recent years, but DHS interprets the overall convergence of these trends to suggest that USBP detects an increasingly comprehensive share of all attempted unlawful border crossers. The convergence in 2021 is due to the model-based estimate of total successful unlawful entries, which contributes to the calculation of the working estimate, being unavailable due to the COVID-19 pandemic.

## **§ 1092(b)(1)(B) A measurement of situational awareness achieved in each U.S. Border Patrol sector**

### **Definition**

*Situational awareness* – Knowledge and understanding of current unlawful cross-border activity.

Situational awareness is an output metric that describes the Department’s awareness of unlawful cross-border activity.

USBP refines the NDAA definition of situational awareness as its ability to perceive elements within the environment, comprehend their meaning, and project future status. This definition is inclusive of unlawful activity as well as legitimate activity, as both can have an influence on operational performance.

### **Methodology and Limitations**

USBP is refining measures for situational awareness as part of a larger effort to measure performance and success in securing the U.S. border between the ports of entry. This larger effort has led to USBP development effort toward a suite of metrics by which USBP can use several indicators to provide a more comprehensive picture of USBP’s performance and operating environment.

To enhance situational awareness, USBP must consistently strive for two enduring states: increased perception of all factors in the operational environment; and the ability to comprehend the impact those factors have on operations, both currently and in the future. Achievement in these areas requires USBP to execute on mission-essential tasks, including its abilities to predict, detect, identify, classify, track, respond, and resolve.

USBP plans to meet the intent of the NDAA § 1092(b)(1)(B) by leveraging metrics developed as part of the previous work on framework, as well as others under consideration. USBP anticipates being able to report on situational awareness in future versions of the BSMR. In the interim, a number of the Department’s existing metrics are informed by the Department’s awareness of migrants and other threats in the near border regions and approaches. (See discussion in report’s sections for NDAA § 1092(b)(1)(A)(ii)–(v) and § 1092(b)(1)(D).)

## **§ 1092(b)(1)(C) Unlawful border crossing effectiveness rate**

### **Definition**

*Unlawful border crossing effectiveness rate* – The estimated percentage of all attempted unlawful border crossers interdicted by USBP, where interdictions include apprehensions, T42 encounters, and turn backs.

The unlawful border crossing effectiveness rate is an output metric that describes how difficult it is for unlawful border crossers to enter the United States without being interdicted.

## Methodology and Limitations

The unlawful border crossing effectiveness rate is calculated by dividing the number of apprehensions, turn backs, and T42s between land POEs by the sum of the number of encounters, turn backs, and total estimated successful unlawful entries.

$$\text{Effectiveness Rate} = \frac{\text{Apprehensions} + \text{Turn Backs} + \text{Title 42s}}{\text{Apprehensions} + \text{Turn Backs} + \text{Title 42s} + \text{Successful Unlawful Entries}}$$

The NDAA calls for an effectiveness rate that incorporates USBP's observational estimate of turn backs and DHS's current model-based estimate of total estimated successful unlawful entries. This measure would confront the methodological challenges associated with each of its component parts, as discussed above.

The unlawful border crossing effectiveness rate is conceptually similar to the estimated apprehension rate, with the difference being that the effectiveness rate includes data on turn backs and encounters while the apprehension rate focuses exclusively on apprehensions. An advantage to examining the effectiveness rate, rather than the apprehension rate, is that the effectiveness rate more completely captures USBP's actual enforcement practices, including both efforts to turn back border crossers and efforts to apprehend them. However, some analysts consider the effectiveness rate (along with the interdiction effectiveness rate, or IER) to be an ambiguous indicator of enforcement success given an unknown share of turn backs make additional entry attempts.

The unlawful border crossing effectiveness rate is also conceptually similar to USBP's IER, which USBP reports in its Annual Performance Report pursuant to the Government Performance and Results Act Modernization Act (GPRAMA) of 2010. The unlawful border crossing effectiveness rate differs from the IER in that the former includes total estimated successful unlawful entries in its denominator and IER only includes known got aways.

The calculation for IER was adjusted in 2020 to allow for inclusion of T42s in encounters, a significant portion of the population. In accordance with the Performance Measure Definition approved by DHS in August 2020, IER calculations include T42 encounters as a successful law-enforcement outcome to an unlawful entry.

$$\text{Interdiction Effectiveness Rate (IER)} = \frac{\text{Apprehensions} + \text{Turn Backs} + \text{Title 42s}}{\text{Apprehensions} + \text{Turn Backs} + \text{Title 42s} + \text{Got Aways}}$$

A limitation of IER is that changes in the Department's situational awareness make changes in IER somewhat difficult to interpret. In particular, increases in the share of noncitizens apprehended or turned back may be offset by gains in the share of the total population observed by USBP (i.e., in the accuracy of the observational got away estimate).

Despite its shortcomings as an analytic tool, only the IER is currently available for analysis at the sector level. While a Southwest Border-wide estimate has been developed for the model-based apprehension rate, sector-level estimates of unlawful entries and attempts for this metric have not yet been produced and validated by DHS.

## Available Data and Discussion

Table 3 summarizes interdiction effectiveness rates by Southwest Border sector for 2014 to 2021.

**Table 3.**  
**Interdiction Effectiveness Rate by Southwest Border Sector, FY 2014 to 2021**

| Fiscal Year | Big Bend, TX | Del Rio, TX | El Centro, CA | El Paso, TX | Laredo, TX | Rio Grande Valley, TX | San Diego, CA | Tucson, AZ | Yuma, AZ | SW Border Total |
|-------------|--------------|-------------|---------------|-------------|------------|-----------------------|---------------|------------|----------|-----------------|
| 2014        | 72%          | 76%         | 85%           | 92%         | 74%        | 80%                   | 89%           | 75%        | 91%      | 80%             |
| 2015        | 77%          | 73%         | 83%           | 90%         | 74%        | 82%                   | 88%           | 80%        | 95%      | 81%             |
| 2016        | 70%          | 79%         | 81%           | 89%         | 78%        | 83%                   | 89%           | 82%        | 96%      | 83%             |
| 2017        | 67%          | 72%         | 81%           | 91%         | 72%        | 80%                   | 87%           | 71%        | 96%      | 79%             |
| 2018        | 54%          | 73%         | 83%           | 91%         | 69%        | 81%                   | 85%           | 75%        | 97%      | 80%             |
| 2019        | 61%          | 85%         | 86%           | 93%         | 70%        | 89%                   | 81%           | 76%        | 99%      | 86%             |
| 2020        | 57%          | 74%         | 85%           | 88%         | 81%        | 80%                   | 81%           | 72%        | 91%      | 79%             |
| 2021        | 64%          | 75%         | 87%           | 88%         | 93%        | 94%                   | 74%           | 63%        | 94%      | 83%             |

Note: T42s are included in 2020 and 2021, but not other years, as 2020 is the first year T42 encounters occurred.  
Source: OIS analysis of USBP data.

The total Southwest Border interdiction effectiveness rate was 82 percent in 2021, one percentage point above the 2014–2020 average. The effectiveness rate increased in 2021 across all sectors compared to 2020 except for San Diego and Tucson, which decreased by 7 and 9 percentage points since 2020 respectively. The largest increase from 2020 to 2021 was in Rio Grande Valley, which increased by 14 percentage points. On the Northern Border, the physical security concern does not focus on the apprehension rate of unlawful entrants, since the number of such attempted and successful entries is assumed small.

### § 1092(b)(1)(D) Probability of detection rate

#### Definition

*Estimated probability of detection* – The estimated probability that DHS detects attempted unlawful border crossers between land POEs.

The estimated probability of detection is an output metric that describes the ability of attempted unlawful border crossers to enter without being detected. Because successful unlawful entry estimates are available only for the Southwest Border between POEs, data in this section refer exclusively to this region.

#### Methodology and Limitations

Due to the COVID-19 pandemic, no model-based estimates will be provided for 2021. Any description of methodology and limitations refer to years before 2021.

The estimated probability of detection is defined as the ratio of detected unlawful entries to estimated total unlawful entries:

$$\text{Probability of Detection} = \frac{\text{Detected Unlawful Entries}}{\text{Estimated Total Unlawful Entries}}$$

As described above, the number of detected unlawful entries is calculated as the sum of turn backs, got aways, and apprehensions, a mix of observational estimates and administrative data. The primary limitation to detected unlawful entries is that this metric incorporates turn back and got away estimates that aggregate potentially subjective observations from thousands of individual agents. USBP has taken steps to address this problem by establishing consistent and reliable turn back and got away methodologies, as discussed above.

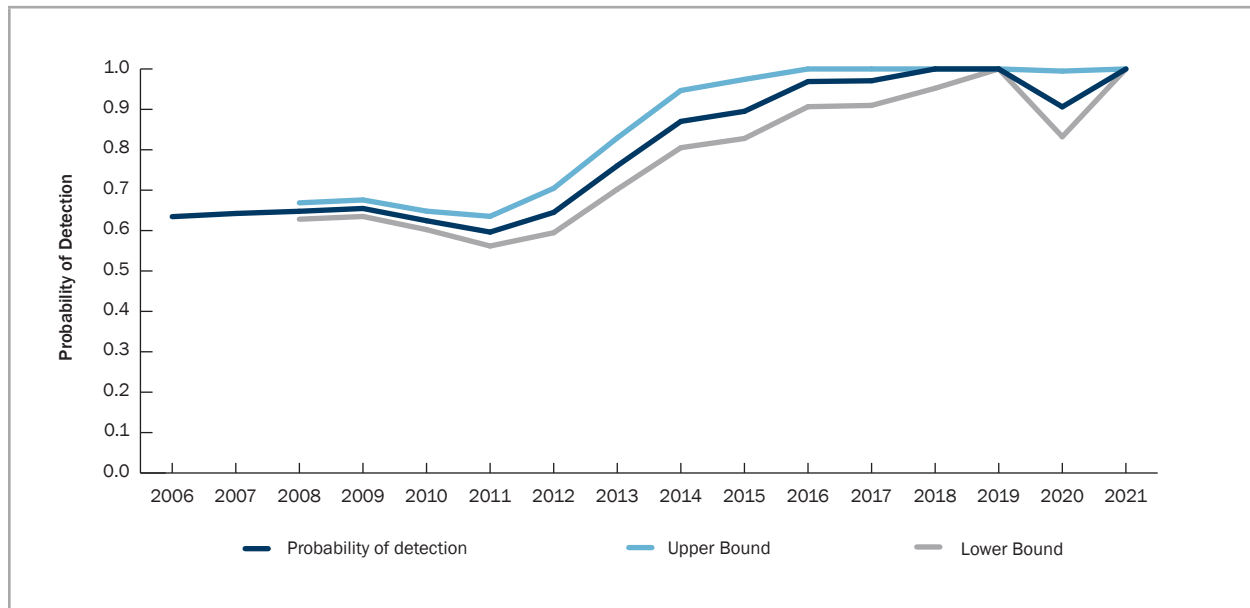
Estimated total unlawful entries is calculated as the sum of turn backs, apprehensions, and the model-based estimate of total successful unlawful entries. As described above, the methodology for estimating total successful unlawful entries begins with the RTM methodology’s partial apprehension rate, discussed in detail in Appendix A. Following the calculation of the PAR, the methodology for estimating total successful unlawful entries consists of three additional steps: attempted border crossers are divided into impactable and non-impactable groups; the PAR is used to estimate the odds of successful unlawful entry; and the number of successful unlawful entries is estimated based on the odds of successful entry among this group multiplied by the apprehension count among impactable noncitizens.

Each additional assumption involved in using the PAR to estimate total successful unlawful entries introduces additional methodological limitations and potential biases. Appendix A discusses the impact of these limitations on the Department’s estimate of total successful unlawful entries.

**Available Data and Discussion**

Figure 4 depicts the estimated probability of detection for 2006 to 2020, the years for which data are available. As the figure indicates, the available methodology estimates that the estimated probability of detection rose (technically) 100 percent in 2018 and 2019 and the Department does not interpret these results to mean that zero noncitizens successfully crossed the border without being detected. The finding of zero undetected entries in 2018 and 2019 simply reflects the fact that the RTM model-based methodology yields a slightly lower estimate of total successful unlawful entries than does CBP’s observational estimate of got aways. Due to disruptions caused by the COVID-19 pandemic, updated data for Figure 4 is unavailable for 2021.

**Figure 4.**  
**Southwest Border Between POEs Estimated Probability of Detection, FY 2006 to 2020**



Notes: Data for estimated total successful unlawful entries for years prior to 2020 update previously reported estimates; see Appendix A for details. The lower and upper bounds are based on a 95 percent confidence interval. Estimated probability of detection data are unavailable for 2021.  
Source: OIS analysis of USBP data and OIS RTM.

## **§ 1092(b)(1)(E) Apprehensions in Each U.S. Border Patrol Sector**

### **Definition**

*Title 8 Apprehension (T8)* – The arrest of an inadmissible noncitizen by USBP under T8 immigration enforcement authority.

*Title 42 (T42) Encounter* – The encounter of a noncitizen under T42 authority. CDC issued a series of orders under its authorities at 42 U.S.C. §§ 265 and 268, and 42 C.F.R. § 71.40 beginning on March 20, 2020, which suspended the right to introduce certain persons (covered noncitizens, as defined in the orders) into the United States from countries or places where COVID-19 exists in order to protect the public health from an increased risk of the introduction of COVID-19. As a result of the CDC orders, USBP began expelling covered noncitizens who would otherwise be introduced into a congregate setting in a port of entry (POE) or USBP station at or near the land and adjacent coastal borders, subject to certain exceptions as outlined in the orders. Expulsions under T42 authority are tracked separately from apprehensions.

*Total USBP Encounters* – The sum of T8 apprehensions and T42 encounters.

This BSMR interprets the reporting requirement for apprehensions in each USBP sector to encompass total USBP encounters by sector. In the following “Available Data and Discussion” data tables of this section, apprehensions and T42s are together summarily referred to as “apprehensions.”

Apprehensions and T42 encounters are output metrics which provide information used for program planning and operational purposes, among other uses. Historically, the Department has also used apprehensions as a proxy indicator of unlawful entries, an outcome metric.

For many years, DHS and the legacy INS also used apprehensions as a proxy indicator of successful unlawful border crossings, i.e., an outcome metric. Over the long-term and across multiple locations, apprehensions are a problematic indicator of enforcement outcomes given the relationship between apprehensions and successful unlawful entries depends on the apprehension rate, which changes over time and may also differ by location. But in the short term, and in a fixed geographic area, DHS continues to view changes in apprehensions (or apprehensions and T42 encounters) as a useful outcome indicator because short-term changes in total encounters are more likely to be driven by changes in the number of unlawful border crossing attempts than by changes in the apprehension rate.

### **Methodology and Limitations**

Apprehensions and T42s are recorded in administrative record systems with a unique identifier created for each apprehension and T42. USBP’s count of apprehensions and T42s is considered reliable.

The apprehensions and T42s displayed below are event counts, meaning each apprehension or T42 of the same noncitizen in a year is counted separately. In other words, these data do not represent the count of unique noncitizens apprehended.

### **Available Data and Discussion**

Table 4 provides counts of total apprehensions and T42s by USBP sector for 2021, broken out by type.



**Table 4.**

**Total Apprehensions by Title, FY 2021**

| Title        | Big Bend, TX | Del Rio, TX | El Centro, CA | El Paso, TX | Laredo, TX | Rio Grande Valley, TX | San Diego, CA | Tucson, AZ | Yuma, AZ |
|--------------|--------------|-------------|---------------|-------------|------------|-----------------------|---------------|------------|----------|
| <b>T8</b>    | 4,660        | 114,228     | 10,815        | 32,402      | 12,011     | 294,741               | 25,067        | 32,540     | 92,522   |
| <b>T42</b>   | 32,606       | 145,066     | 48,416        | 161,516     | 100,230    | 254,336               | 117,392       | 158,692    | 21,966   |
| <b>Total</b> | 37,266       | 259,294     | 59,231        | 193,918     | 112,241    | 549,077               | 142,459       | 191,232    | 114,488  |

**Table 4 (Continued)**

| Title        | Blaine, WA | Buffalo, NY | Detroit, MI | Grand Forks, ND | Houlton, ME | Havre, MT | Spokane, WA | Swanton, VT | Miami, FL | New Orleans, LA | Ramey, PR | Total            |
|--------------|------------|-------------|-------------|-----------------|-------------|-----------|-------------|-------------|-----------|-----------------|-----------|------------------|
| <b>T8</b>    | 17         | 97          | 27          | 85              | 55          | 6         | 48          | 106         | 1,031     | 344             | 670       | <b>621,472</b>   |
| <b>T42</b>   | 95         | 46          | 5           | 5               | 2           | 57        | 6           | 259         | 0         | 0               | 0         | <b>1,040,695</b> |
| <b>Total</b> | 112        | 143         | 32          | 90              | 57          | 63        | 54          | 365         | 1,031     | 344             | 670       | <b>1,662,167</b> |

Source: OIS Statistical Immigration Data.

T42 encounters are a majority of apprehensions (63 percent), compared to T8 apprehensions (37 percent).

Tables 4a–4c summarize Southwest, Northern, and Coastal Border apprehensions and T42s by USBP sector.

**Table 4a.**

**Southwest Border Apprehensions by USBP Sector, FY 2011 to 2021**

| Fiscal Year | Big Bend, TX | Del Rio, TX | El Centro, CA | El Paso, TX | Laredo, TX | Rio Grande Valley, TX | San Diego, CA | Tucson, AZ | Yuma, AZ | Total            |
|-------------|--------------|-------------|---------------|-------------|------------|-----------------------|---------------|------------|----------|------------------|
| <b>2011</b> | 4,036        | 16,144      | 30,191        | 10,345      | 36,053     | 59,243                | 42,447        | 123,285    | 5,833    | <b>327,577</b>   |
| <b>2012</b> | 3,964        | 21,720      | 23,916        | 9,678       | 44,872     | 97,762                | 28,461        | 120,000    | 6,500    | <b>356,873</b>   |
| <b>2013</b> | 3,684        | 23,510      | 16,306        | 11,154      | 50,749     | 154,453               | 27,496        | 120,939    | 6,106    | <b>414,397</b>   |
| <b>2014</b> | 4,096        | 24,255      | 14,511        | 12,339      | 44,049     | 256,393               | 29,911        | 87,915     | 5,902    | <b>479,371</b>   |
| <b>2015</b> | 5,031        | 19,013      | 12,820        | 14,495      | 35,888     | 147,257               | 26,290        | 63,397     | 7,142    | <b>331,333</b>   |
| <b>2016</b> | 6,366        | 23,078      | 19,448        | 25,634      | 36,562     | 186,830               | 31,891        | 64,891     | 14,170   | <b>408,870</b>   |
| <b>2017</b> | 6,002        | 13,476      | 18,633        | 25,193      | 25,460     | 137,562               | 26,086        | 38,657     | 12,847   | <b>303,916</b>   |
| <b>2018</b> | 8,045        | 15,833      | 29,230        | 31,561      | 32,641     | 162,262               | 38,591        | 52,172     | 26,244   | <b>396,579</b>   |
| <b>2019</b> | 9,637        | 57,269      | 35,138        | 182,143     | 38,378     | 339,135               | 58,049        | 63,490     | 68,269   | <b>851,508</b>   |
| <b>2020</b> | 8,627        | 40,342      | 27,487        | 54,396      | 51,425     | 90,203                | 53,277        | 66,074     | 8,804    | <b>400,635</b>   |
| <b>2021</b> | 37,266       | 259,294     | 59,231        | 193,918     | 112,241    | 549,077               | 142,459       | 191,232    | 114,488  | <b>1,659,206</b> |

Note: T42s are included in 2020 and 2021, but not other years, as 2020 is the first year T42 encounters occurred.

Source: OIS Statistical Immigration Data.

Total Southwest Border apprehensions in 2021 were 208 percent above the 2011–2021 average. Apprehensions increased across Southwest sectors from 2020–2021; the largest increase from the 2011–2021 average was 455 percent in Del Rio, TX while the smallest increase was 112 percent in Tucson, AZ. The largest numerical increase was in the Rio Grande Valley Sector with 458,000 greater apprehensions in 2021 than in 2020, while the largest percentage increase was in Yuma, AZ, where apprehensions increased by 1,200 percent. Rio Grande Valley alone accounted for 33 percent of all apprehensions in 2021 (the second largest, Del Rio, TX, accounted for 16 percent of all apprehensions).

**Table 4b.****Northern Border Apprehensions by USBP Sector, FY 2017 to 2021**

| Fiscal Year | Blaine, WA | Buffalo, NY | Detroit, MI | Grand Forks, ND | Houlton, ME | Havre, MT | Spokane, WA | Swanton, VT | Total |
|-------------|------------|-------------|-------------|-----------------|-------------|-----------|-------------|-------------|-------|
| 2017        | 288        | 447         | 1,070       | 496             | 30          | 39        | 208         | 449         | 3,027 |
| 2018        | 359        | 384         | 1,930       | 461             | 52          | 47        | 347         | 736         | 4,316 |
| 2019        | 524        | 537         | 1,322       | 412             | 52          | 77        | 428         | 1,056       | 4,408 |
| 2020        | 227        | 302         | 455         | 227             | 104         | 30        | 236         | 574         | 2,155 |
| 2021        | 112        | 143         | 32          | 90              | 57          | 63        | 54          | 365         | 916   |

Note: T42s are included in 2020 and 2021, but not other years, as 2020 is the first year T42 encounters occurred.

Source: OIS Statistical Immigration Data.

Northern Border apprehensions represented 0.05 percent of total USBP apprehensions in 2021 and were at their lowest point for the 2017–2021 period. Swanton, VT was the leading Northern Border sector with 365 noncitizens apprehended, closely followed by Buffalo, NY, the next leading sector (143 apprehensions). Detroit, MI reported the fewest apprehensions in 2021 (32).

**Table 4c.****Coastal Border Apprehensions by USBP Sector, FY 2017 to 2021**

| Fiscal Year | Miami, FL | New Orleans, LA | Ramey, PR | Total |
|-------------|-----------|-----------------|-----------|-------|
| 2017        | 2,280     | 920             | 388       | 3,588 |
| 2018        | 2,169     | 798             | 280       | 3,247 |
| 2019        | 1,891     | 1,132           | 562       | 3,585 |
| 2020        | 1,302     | 572             | 356       | 2,230 |
| 2021        | 1,031     | 344             | 670       | 2,045 |

Note: T42s are included in 2020 and 2021, but not other years, as 2020 is the first year T42 encounters occurred.

Source: OIS Statistical Immigration Data.

Coastal Border apprehensions represented 0.1 percent of total USBP apprehensions in 2021. In fact, total Coastal Border apprehensions were at their lowest point in the 2017–2020 period. Of the 2,000 coastal apprehensions, 50 percent occurred in the Miami Sector (1,000). New Orleans, LA reported the fewest apprehensions in 2020 (344).

**§ 1092(b)(1)(F) Apprehensions of unaccompanied children****Definition**

*Unaccompanied child (UC)* – A child who has no lawful immigration status in the United States; has not attained 18 years of age, and with respect to whom: 1) there is no parent or legal guardian in the United States; or 2) no parent or legal guardian in the United States is available to provide care and physical custody (6 U.S.C. § 279(g)(2)).

This BSMR interprets the reporting requirement for apprehensions in each USBP sector to encompass total USBP encounters by sector. In the following “Available Data and Discussion” data tables of this section, apprehensions and T42s are together summarily referred to as “apprehensions.”

UC apprehensions and T42 encounters are output metrics that provide information used for program planning and operational purposes, among other uses. Historically, the Department has also used apprehensions as a proxy indicator of unlawful entries, an outcome metric.

## Methodology and Limitations

Apprehensions and T42s are recorded in administrative record systems with a unique identifier created for each apprehension. Since 2008, USBP systems have included a flag for children who are found to meet the legal definition of a UC. USBP's count of apprehensions and T42 encounters is considered reliable, but some outside analysts have raised questions about agents' ability to reliably distinguish among older children and young adults (e.g., to distinguish between individuals who are 17 and 18 years of age) and to confirm whether children are traveling alone or in family groups.<sup>12</sup>

USBP began collecting data on UCs apprehended between POEs in 2008; data are unavailable for earlier years.

## Data and Discussion

Table 5 provides counts of UC apprehensions and T42 encounters at the Southwest Border by citizenship and by USBP sector for 2021, broken out by type.

**Table 5.**  
**USBP Total Southwest Border Apprehensions of UCs by Title, FY 2021**

| Title        | Big Bend, TX | Del Rio, TX | El Centro, CA | El Paso, TX | Laredo, TX | Rio Grande Valley, TX | San Diego, CA | Tucson, AZ | Yuma, AZ | Total          |
|--------------|--------------|-------------|---------------|-------------|------------|-----------------------|---------------|------------|----------|----------------|
| <b>T8</b>    | 1,614        | 8,194       | 1,703         | 22,341      | 3,858      | 74,758                | 4,245         | 17,637     | 5,841    | <b>140,191</b> |
| <b>T42</b>   | 79           | 368         | 307           | 565         | 413        | 1,526                 | 294           | 1,018      | 73       | <b>4,643</b>   |
| <b>Total</b> | 1,693        | 8,562       | 2,010         | 22,906      | 4,271      | 76,284                | 4,539         | 18,655     | 5,914    | <b>144,834</b> |

Source: OIS Statistical Immigration Data.

T42s were 3 percent of UC apprehensions, while the majority were T8s (97 percent). Rio Grande Valley had the majority of both T8s (53 percent) and T42s (1 percent). The fewest T8s occurred in El Centro and Big Bend (1 percent) while the fewest T42s occurred in Yuma (0.05 percent).

Tables 5a–5d provide counts of UC apprehensions and T42s at the Southwest Border by citizenship and by USBP sector for 2010 to 2021.

**Table 5a.**  
**USBP Total Southwest Border Apprehensions of UCs, FY 2011 to 2021**

| Fiscal Year | Big Bend, TX | Del Rio, TX | El Centro, CA | El Paso, TX | Laredo, TX | Rio Grande Valley, TX | San Diego, CA | Tucson, AZ | Yuma, AZ | Total          |
|-------------|--------------|-------------|---------------|-------------|------------|-----------------------|---------------|------------|----------|----------------|
| <b>2011</b> | 189          | 1,113       | 457           | 697         | 1,608      | 5,236                 | 549           | 5,878      | 222      | <b>15,949</b>  |
| <b>2012</b> | 168          | 1,618       | 498           | 659         | 2,658      | 10,759                | 524           | 7,239      | 280      | <b>24,403</b>  |
| <b>2013</b> | 125          | 2,135       | 434           | 744         | 3,795      | 21,553                | 656           | 9,070      | 247      | <b>38,759</b>  |
| <b>2014</b> | 256          | 3,268       | 662           | 1,029       | 3,800      | 49,959                | 954           | 8,262      | 351      | <b>68,541</b>  |
| <b>2015</b> | 839          | 2,285       | 668           | 1,662       | 2,459      | 23,864                | 1,084         | 6,019      | 1,090    | <b>39,970</b>  |
| <b>2016</b> | 951          | 2,689       | 1,379         | 3,885       | 2,953      | 36,714                | 1,553         | 6,302      | 3,266    | <b>59,692</b>  |
| <b>2017</b> | 811          | 1,349       | 1,531         | 3,926       | 2,033      | 23,708                | 1,551         | 3,659      | 2,867    | <b>41,435</b>  |
| <b>2018</b> | 989          | 1,297       | 2,715         | 5,461       | 2,879      | 23,757                | 2,491         | 5,023      | 5,424    | <b>50,036</b>  |
| <b>2019</b> | 779          | 3,621       | 2,688         | 16,159      | 2,521      | 34,523                | 3,335         | 5,105      | 7,289    | <b>76,020</b>  |
| <b>2020</b> | 525          | 2,199       | 1,607         | 4,835       | 2,641      | 10,255                | 1,855         | 5,948      | 687      | <b>30,552</b>  |
| <b>2021</b> | 1,693        | 8,562       | 2,010         | 22,906      | 4,271      | 76,284                | 4,539         | 18,655     | 5,914    | <b>144,834</b> |

Note: T42s are included in 2020 and 2021, but not other years, as 2020 is the first year T42 encounters occurred.

Source: OIS Statistical Immigration Data.

<sup>12</sup> OIG-10-12 Department of Homeland Security Office of Inspector General. *Age Determination Practices for Unaccompanied Alien Children in ICE Custody*. November 2009

**Table 5b.****USBP Southwest Border Apprehensions of UCs from Mexico, FY 2011 to 2021**

| Fiscal Year | Big Bend, TX | Del Rio, TX | El Centro, CA | El Paso, TX | Laredo, TX | Rio Grande Valley, TX | San Diego, CA | Tucson, AZ | Yuma, AZ | Total  |
|-------------|--------------|-------------|---------------|-------------|------------|-----------------------|---------------|------------|----------|--------|
| 2011        | 183          | 801         | 427           | 663         | 1,022      | 3,009                 | 523           | 4,893      | 192      | 11,713 |
| 2012        | 137          | 911         | 418           | 616         | 1,369      | 4,361                 | 480           | 5,405      | 246      | 13,943 |
| 2013        | 104          | 1,082       | 328           | 654         | 1,652      | 6,366                 | 598           | 6,241      | 194      | 17,219 |
| 2014        | 102          | 821         | 278           | 698         | 1,354      | 7,081                 | 740           | 4,394      | 166      | 15,634 |
| 2015        | 73           | 798         | 397           | 823         | 1,299      | 3,243                 | 823           | 3,412      | 144      | 11,012 |
| 2016        | 118          | 867         | 610           | 1,149       | 1,515      | 3,389                 | 851           | 3,293      | 134      | 11,926 |
| 2017        | 166          | 512         | 688           | 768         | 1,112      | 2,791                 | 702           | 2,004      | 134      | 8,877  |
| 2018        | 190          | 541         | 1,162         | 806         | 1,545      | 2,466                 | 1,164         | 2,118      | 144      | 10,136 |
| 2019        | 224          | 575         | 1,021         | 1,004       | 1,526      | 2,530                 | 1,374         | 2,039      | 194      | 10,487 |
| 2020        | 291          | 924         | 1,333         | 1,964       | 2,024      | 3,122                 | 1,653         | 2,825      | 219      | 14,355 |
| 2021        | 707          | 2,418       | 1,225         | 1,932       | 2,750      | 3,311                 | 3,543         | 4,331      | 465      | 20,682 |

Note: T42s are included in 2020 and 2021, but not other years, as 2020 is the first year T42 encounters occurred.

Source: OIS Statistical Immigration Data.

**Table 5c.****USBP Southwest Border Apprehensions of UCs from Northern Central American Countries, FY 2011 to 2021**

| Fiscal Year | Big Bend, TX | Del Rio, TX | El Centro, CA | El Paso, TX | Laredo, TX | Rio Grande Valley, TX | San Diego, CA | Tucson, AZ | Yuma, AZ | Total   |
|-------------|--------------|-------------|---------------|-------------|------------|-----------------------|---------------|------------|----------|---------|
| 2011        | 6            | 307         | 29            | 32          | 528        | 2,030                 | 25            | 927        | 28       | 3,912   |
| 2012        | 29           | 701         | 70            | 40          | 1,228      | 6,229                 | 44            | 1,753      | 34       | 10,128  |
| 2013        | 18           | 1,044       | 104           | 80          | 2,028      | 14,696                | 48            | 2,731      | 36       | 20,785  |
| 2014        | 151          | 2,422       | 379           | 290         | 2,329      | 42,020                | 209           | 3,727      | 178      | 51,705  |
| 2015        | 760          | 1,479       | 269           | 824         | 1,113      | 20,260                | 255           | 2,497      | 930      | 28,387  |
| 2016        | 824          | 1,806       | 641           | 2,685       | 1,382      | 32,935                | 625           | 2,904      | 3,091    | 46,893  |
| 2017        | 633          | 821         | 667           | 3,093       | 858        | 20,620                | 701           | 1,639      | 2,722    | 31,754  |
| 2018        | 798          | 741         | 1,238         | 4,563       | 1,091      | 20,893                | 825           | 2,839      | 5,201    | 38,189  |
| 2019        | 544          | 2,857       | 1,382         | 14,664      | 944        | 30,873                | 1,666         | 2,978      | 6,840    | 62,748  |
| 2020        | 226          | 1,161       | 109           | 2,554       | 599        | 6,831                 | 137           | 3,044      | 371      | 15,032  |
| 2021        | 841          | 4,516       | 227           | 19,039      | 1,082      | 69,087                | 555           | 12,954     | 4,297    | 112,598 |

Note: T42s are included in 2020 and 2021, but not other years, as 2020 is the first year T42 encounters occurred. Northern Central America countries include El Salvador, Guatemala, and Honduras.

Source: OIS Statistical Immigration Data.

**Table 5d.**

**USBP Southwest Border Apprehensions of UCs from All Other Countries, FY 2011 to 2021**

| Fiscal Year | Big Bend, TX | Del Rio, TX | El Centro, CA | El Paso, TX | Laredo, TX | Rio Grande Valley, TX | San Diego, CA | Tucson, AZ | Yuma, AZ | Total |
|-------------|--------------|-------------|---------------|-------------|------------|-----------------------|---------------|------------|----------|-------|
| 2011        | 0            | 5           | 1             | 2           | 58         | 199                   | 1             | 58         | 2        | 326   |
| 2012        | 2            | 6           | 10            | 5           | 61         | 169                   | 0             | 82         | 0        | 335   |
| 2013        | 3            | 9           | 2             | 10          | 115        | 491                   | 10            | 98         | 17       | 755   |
| 2014        | 3            | 25          | 5             | 41          | 117        | 858                   | 5             | 141        | 7        | 1,202 |
| 2015        | 6            | 8           | 2             | 15          | 47         | 361                   | 6             | 110        | 16       | 571   |
| 2016        | 9            | 16          | 128           | 51          | 56         | 390                   | 77            | 105        | 41       | 873   |
| 2017        | 12           | 16          | 176           | 65          | 63         | 297                   | 148           | 16         | 11       | 804   |
| 2018        | 1            | 15          | 315           | 92          | 243        | 398                   | 502           | 66         | 79       | 1,711 |
| 2019        | 11           | 189         | 285           | 491         | 51         | 1,120                 | 295           | 88         | 255      | 2,785 |
| 2020        | 8            | 114         | 165           | 317         | 18         | 302                   | 65            | 79         | 97       | 1,165 |
| 2021        | 66           | 1,264       | 251           | 1,383       | 26         | 2,360                 | 147           | 354        | 1,079    | 6,930 |

Note: T42s are included in 2020 and 2021, but not other years, as 2020 is the first year T42 encounters occurred.

Source: OIS Statistical Immigration Data.

Total USBP UC apprehensions at the Southwest Border in 2021 reached its highest point since 2011 and increased 359 percent from 2020. Rio Grande Valley saw 53 percent of UC arrivals in 2021. A majority of these children (80 percent) were from the Northern Central American countries of El Salvador, Guatemala, and Honduras. Apprehensions of UCs from Northern Central American countries (112,000) increased by 649 percent since 2020. The number of UCs from Mexico (20,000) entering at the Southwest Border was up 44 percent from 2019. Apprehensions of UCs from countries other than Mexico and the Northern Central American countries represent 4 percent of total UC Southwest Border apprehensions. The count of UCs from other countries (6,000) increased by 493 percent 2020–2021, reaching its highest number since 2011.

A majority of UC apprehensions in 2021 (over 99 percent) occurred along the Southwest Border. Only 39 UCs were apprehended across the Northern Border, while 18 were apprehended along the Coastal Border; the Northern Border sector with the highest number of UC apprehensions was Sector Buffalo with 3 UCs.

**§ 1092(b)(1)(G) Apprehensions of family unit aliens**

**Definition**

Family unit member (FM) – A member of a group consisting of a noncitizen minor with his or her adult noncitizen parent or legal guardian. For example, a mother and child apprehended together are counted as two FM noncitizens.

This BSMR interprets the reporting requirement for apprehensions in each USBP sector to encompass total USBP encounters by sector. In the following “Available Data and Discussion” data tables of this section, apprehensions and T42s are together summarily referred to as “apprehensions.”

FM apprehensions and T42 encounters are output metrics that provide information used for program planning and operational purposes, among other uses. Historically, the Department has also used apprehensions as a proxy indicator of unlawful entries, an outcome metric.

**Methodology and Limitations**

Apprehensions and T42s are recorded in administrative record systems with a unique identifier created for each apprehension and T42. USBP’s count of apprehensions and T42s is considered reliable, but agents may not always be able to reliably identify FMs.

USBP began collecting data on FMs apprehended between POEs in 2012; data on FMs are unavailable for earlier years.

## Data and Discussion

Table 6 provides counts of FM apprehensions and T42 encounters at the Southwest Border by citizenship and by USBP sector for 2021, broken out by type.

**Table 6.**  
**USBP Total Southwest Border Apprehensions of FMs by Title, FY 2021**

| Title        | Big Bend, TX | Del Rio, TX   | El Centro, CA | El Paso, TX   | Laredo, TX   | Rio Grande Valley, TX | San Diego, CA | Tucson, AZ    | Yuma, AZ      | Total          |
|--------------|--------------|---------------|---------------|---------------|--------------|-----------------------|---------------|---------------|---------------|----------------|
| <b>T8</b>    | 111          | 57,161        | 4,401         | 3,154         | 382          | 188,064               | 12,936        | 4,338         | 53,693        | <b>324,240</b> |
| <b>T42</b>   | 902          | 17,673        | 1,084         | 15,295        | 2,920        | 69,279                | 5,587         | 7,616         | 6,491         | <b>126,847</b> |
| <b>Total</b> | <b>1,013</b> | <b>74,834</b> | <b>5,485</b>  | <b>18,449</b> | <b>3,302</b> | <b>257,343</b>        | <b>18,523</b> | <b>11,954</b> | <b>60,184</b> | <b>451,087</b> |

Source: OIS Statistical Immigration Data.

About one fifth of FM apprehensions were T42s (19 percent), while the remainder were T8s (81 percent). Tucson had the majority of T8s (24 percent) while Rio Grande Valley had the majority of T42s (26 percent). Big Bend had both the fewest T8s (1 percent) and the fewest T42s (1 percent).

Tables 6a–6d provide counts of apprehensions and T42s by FM status and by USBP sector for 2012 to 2021.

**Table 6a.**  
**Total Southwest Border Apprehensions of FMs, FY 2012 to 2021**

| Fiscal Year | Big Bend, TX | Del Rio, TX   | El Centro, CA | El Paso, TX   | Laredo, TX   | Rio Grande Valley, TX | San Diego, CA | Tucson, AZ    | Yuma, AZ      | Total          |
|-------------|--------------|---------------|---------------|---------------|--------------|-----------------------|---------------|---------------|---------------|----------------|
| <b>2012</b> | 76           | 349           | 1,127         | 265           | 1,825        | 2,625                 | 1,373         | 3,254         | 222           | <b>11,116</b>  |
| <b>2013</b> | 102          | 711           | 365           | 298           | 1,688        | 7,265                 | 1,576         | 2,630         | 220           | <b>14,855</b>  |
| <b>2014</b> | 176          | 4,950         | 630           | 562           | 3,591        | 52,326                | 1,723         | 3,812         | 675           | <b>68,445</b>  |
| <b>2015</b> | 807          | 2,141         | 675           | 1,220         | 1,372        | 27,409                | 1,550         | 2,930         | 1,734         | <b>39,838</b>  |
| <b>2016</b> | 1,051        | 3,549         | 1,593         | 5,664         | 1,640        | 52,006                | 2,863         | 3,139         | 6,169         | <b>77,674</b>  |
| <b>2017</b> | 941          | 2,453         | 1,798         | 8,609         | 865          | 49,896                | 2,944         | 2,042         | 6,074         | <b>75,622</b>  |
| <b>2018</b> | 741          | 2,829         | 3,539         | 12,312        | 597          | 63,278                | 4,408         | 4,954         | 14,554        | <b>107,212</b> |
| <b>2019</b> | 2,931        | 32,835        | 7,873         | 132,909       | 1,169        | 211,631               | 16,174        | 16,199        | 51,961        | <b>473,682</b> |
| <b>2020</b> | 382          | 7,703         | 1,057         | 10,555        | 1,891        | 11,666                | 5,005         | 11,031        | 2,940         | <b>52,230</b>  |
| <b>2021</b> | <b>1,013</b> | <b>74,834</b> | <b>5,485</b>  | <b>18,449</b> | <b>3,302</b> | <b>257,343</b>        | <b>18,523</b> | <b>11,954</b> | <b>60,184</b> | <b>451,087</b> |

Note: T42s are included in 2020 and 2021, but not other years, as 2020 is the first year T42 encounters occurred.

Source: OIS Statistical Immigration Data.

**Table 6b.****Southwest Border Apprehensions of FMs from Mexico, FY 2012 to 2021**

| Fiscal Year | Big Bend, TX | Del Rio, TX | El Centro, CA | El Paso, TX | Laredo, TX | Rio Grande Valley, TX | San Diego, CA | Tucson, AZ | Yuma, AZ | Total  |
|-------------|--------------|-------------|---------------|-------------|------------|-----------------------|---------------|------------|----------|--------|
| 2012        | 56           | 218         | 699           | 241         | 1,623      | 1,555                 | 1,325         | 2,940      | 194      | 8,851  |
| 2013        | 90           | 177         | 294           | 267         | 1,116      | 1,690                 | 1,343         | 2,216      | 163      | 7,356  |
| 2014        | 61           | 141         | 260           | 213         | 779        | 1,832                 | 1,213         | 1,057      | 83       | 5,639  |
| 2015        | 40           | 174         | 196           | 188         | 713        | 1,326                 | 854           | 696        | 89       | 4,276  |
| 2016        | 38           | 229         | 163           | 224         | 518        | 1,392                 | 346           | 487        | 84       | 3,481  |
| 2017        | 37           | 118         | 158           | 213         | 363        | 815                   | 257           | 256        | 54       | 2,271  |
| 2018        | 56           | 144         | 233           | 167         | 292        | 706                   | 373           | 226        | 64       | 2,261  |
| 2019        | 41           | 347         | 262           | 1,454       | 489        | 1,073                 | 687           | 1,111      | 540      | 6,004  |
| 2020        | 91           | 662         | 327           | 1,635       | 1,531      | 1,185                 | 1,286         | 2,475      | 725      | 9,917  |
| 2021        | 317          | 2,956       | 470           | 1,820       | 2,300      | 3,331                 | 2,515         | 1,972      | 1,359    | 17,040 |

Note: T42s are included in 2020 and 2021, but not other years, as 2020 is the first year T42 encounters occurred.

Source: OIS Statistical Immigration Data.

**Table 6c.****Southwest Border Apprehensions of FMs from Northern Central American Countries, FY 2012 to 2021**

| Fiscal Year | Big Bend, TX | Del Rio, TX | El Centro, CA | El Paso, TX | Laredo, TX | Rio Grande Valley, TX | San Diego, CA | Tucson, AZ | Yuma, AZ | Total   |
|-------------|--------------|-------------|---------------|-------------|------------|-----------------------|---------------|------------|----------|---------|
| 2012        | 10           | 120         | 12            | 19          | 175        | 989                   | 31            | 130        | 3        | 1,489   |
| 2013        | 8            | 522         | 40            | 23          | 522        | 5,354                 | 39            | 254        | 19       | 6,781   |
| 2014        | 100          | 4,753       | 337           | 291         | 2,767      | 49,790                | 351           | 2,553      | 392      | 61,334  |
| 2015        | 764          | 1,929       | 470           | 1,002       | 602        | 25,296                | 617           | 2,127      | 1,556    | 34,363  |
| 2016        | 1,005        | 3,233       | 1,380         | 4,634       | 827        | 49,919                | 1,615         | 2,496      | 5,298    | 70,407  |
| 2017        | 900          | 2,290       | 1,502         | 7,134       | 477        | 48,732                | 2,414         | 1,755      | 5,941    | 71,145  |
| 2018        | 680          | 2,665       | 3,243         | 11,870      | 295        | 61,809                | 3,877         | 4,712      | 14,358   | 103,509 |
| 2019        | 2,873        | 28,554      | 7,104         | 111,673     | 594        | 201,266               | 14,157        | 14,560     | 49,765   | 430,546 |
| 2020        | 242          | 3,481       | 150           | 3,473       | 280        | 9,334                 | 574           | 6,908      | 1,283    | 25,725  |
| 2021        | 533          | 10,318      | 405           | 10,613      | 880        | 228,274               | 2,383         | 5,316      | 4,599    | 263,321 |

Notes: T42s are included in 2020 and 2021, but not other years, as 2020 is the first year T42 encounters occurred. Northern Central American countries are El Salvador, Guatemala, and Honduras.

Source: OIS Statistical Immigration Data.

**Table 6d.****Southwest Border Apprehensions of FMs from All Other Countries, FY 2012 to 2021**

| Fiscal Year | Big Bend, TX | Del Rio, TX | El Centro, CA | El Paso, TX | Laredo, TX | Rio Grande Valley, TX | San Diego, CA | Tucson, AZ | Yuma, AZ | Total   |
|-------------|--------------|-------------|---------------|-------------|------------|-----------------------|---------------|------------|----------|---------|
| 2012        | 10           | 11          | 416           | 5           | 27         | 81                    | 17            | 184        | 25       | 776     |
| 2013        | 4            | 12          | 31            | 8           | 50         | 221                   | 194           | 160        | 38       | 718     |
| 2014        | 15           | 56          | 33            | 58          | 45         | 704                   | 159           | 202        | 200      | 1,472   |
| 2015        | 3            | 38          | 9             | 30          | 57         | 787                   | 79            | 107        | 89       | 1,199   |
| 2016        | 8            | 87          | 50            | 806         | 295        | 695                   | 902           | 156        | 787      | 3,786   |
| 2017        | 4            | 45          | 138           | 1,262       | 25         | 349                   | 273           | 31         | 79       | 2,206   |
| 2018        | 5            | 20          | 63            | 275         | 10         | 763                   | 158           | 16         | 132      | 1,442   |
| 2019        | 17           | 3,934       | 507           | 19,782      | 86         | 9,292                 | 1,330         | 528        | 1,656    | 37,132  |
| 2020        | 49           | 3,560       | 580           | 5,447       | 80         | 1,147                 | 3,145         | 1,648      | 932      | 16,588  |
| 2021        | 163          | 61,560      | 4,610         | 6,016       | 122        | 25,738                | 13,625        | 4,666      | 54,226   | 170,726 |

Note: T42s are included in 2020 and 2021, but not other years, as 2020 is the first year T42 encounters occurred.

Source: OIS Statistical Immigration Data.

Total FM apprehensions increased six-fold between 2012 (the first year for which data are available) and 2014, fell from 68,000 to 40,000 between 2014 and 2015, almost tripled between 2015 and 2018 (107,000), more than quadrupled between 2018 and 2019 (474,000), briefly fell significantly in 2020 (52,000) and returned to over 400,000 in 2021. Increases in 2021 occurred across all Southwest Border sectors. The largest numbers of apprehensions occurred in the Rio Grande Valley (250,000), Del Rio (75,000), and Yuma (60,000) sectors.

As with UC apprehensions, the growth in FM apprehensions was driven largely by families from Northern Central America, which accounted for over half (58 percent) of the total. In 2020 and 2021, Northern Central America FMs as a percentage of total FMs are still lower than historical numbers. Northern Central America FMs have made up over 85 percent of total FMs since 2013. FMs from countries other than Mexico and Northern Central America increased as a percentage of the total, making up 38 percent of all FMs, the highest proportion of FMs since data has been available (2012). Mexican FMs made up 4 percent of total FMs, a decrease from the previous year where they made up 19 percent of total FMs.

In 2021, the leading countries of citizenship of FMs from countries other than Mexico and Northern Central America were Brazil (43,734), Ecuador (36,399), and Haiti (24,543).

Northern and Coastal Border apprehensions represented a small portion of FM apprehensions in 2021, both accounting for 0.02 percent and 0.03 percent respectively. A total of 107 FMs were apprehended across the Coastal Border and 143 were apprehended at the Northern Border.

## **§ 1092(b)(1)(H) Between the ports illicit drugs seizure rate**

### **Definition**

*Between the ports illicit drugs seizure rate* – For each type of illicit drug seized by USBP between POEs, the ratio of the illicit drugs seized in any year relative to the average amount seized in the immediately preceding 5 years.

The illicit drug seizure rate is an output metric, which compares trends in activity data over time.

### **Methodology and Limitations**

Between the ports drug seizure data are obtained from USBP administrative records. These data are considered reliable.

Pursuant to the definition of the illicit drug seizure rate directed by NDAA § 1092(b)(1)(H), the drug seizure rate describes the ratio of each year's seizures relative to illicit drugs seizures in the preceding 5 years; the metric does not describe the rate at which illicit drugs are seized.

### **Available Data and Discussion**

Drug seizure trends varied in 2021 by type of illicit drug. Marijuana seizures continued a 5-year pattern of declines, from 586,000 kilograms in 2016 and 116,000 kilograms in 2020 to 66,000 kilograms in 2021, an illicit drug seizure rate of 23 percent. Seizures of cocaine and heroin in 2021 were at their highest in a decade, both in terms to total seizures and in terms of 5-year averages. Seizures of methamphetamines decreased in 2021 to 5,300 from at an all-time high of 9,400 kilograms in 2020, for an illicit drug seizure rate of 90 percent. Seizures of fentanyl continued a 5-year pattern of increases, from 48 kilograms in 2016 to 461.9 kilograms in 2021, with an illicit drug seizure rate of 280 percent.



**Table 7.**

**Illicit Drugs Seized Relative to Preceding 5 Years (Illicit Drug Seizure Rate) between POEs, FY 2011 to 2021**

| Drug Type        | Rate/<br>Amt | 2011      | 2012      | 2013      | 2014    | 2015    | 2016    | 2017    | 2018    | 2019    | 2020    | 2021   |
|------------------|--------------|-----------|-----------|-----------|---------|---------|---------|---------|---------|---------|---------|--------|
| Marijuana        | Rate         | 128%      | 104%      | 106%      | 78%     | 67%     | 60%     | 45%     | 29%     | 22%     | 29%     | 23%    |
|                  | Kg seized    | 1,147,458 | 1,043,201 | 1,102,285 | 872,052 | 697,764 | 586,972 | 390,648 | 209,120 | 120,803 | 116,773 | 66,013 |
| Cocaine          | Rate         | 86%       | 111%      | 44%       | 47%     | 144%    | 64%     | 123%    | 93%     | 157%    | 174%    | 212%   |
|                  | Kg seized    | 4,519     | 5,516     | 2,085     | 2,066   | 5,089   | 2,483   | 4,239   | 2,971   | 5,288   | 6,967   | 9,322  |
| Heroin           | Rate         | 245%      | 13%       | 19%       | 20%     | 26%     | 33%     | 177%    | 88%     | 126%    | 1281%   | 391%   |
|                  | Kg seized    | 181.3     | 12.2      | 16.3      | 17.2    | 14.7    | 16.0    | 27.0    | 16.1    | 22.8    | 247.7   | 257.9  |
| Methamphetamines | Rate         | NA        | 407%      | 226%      | 178%    | 197%    | 211%    | 199%    | 174%    | 179%    | 205%    | 90%    |
|                  | Kg seized    | 837       | 1,685     | 1,624     | 1,783   | 2,922   | 3,730   | 4,685   | 5,132   | 6,534   | 9,432   | 5,342  |
| Fentanyl         | Rate         | NA        | NA        | NA        | NA      | NA      | NA      | NA      | NA      | NA      | NA      | 280%   |
|                  | Kg seized    | NA        | NA        | NA        | NA      | NA      | 48      | 82      | 176     | 151     | 367     | 461.9  |

NA – no data available.

Notes: Data for prior years updated from to represent most recent numbers. USBP began tracking methamphetamine seizures in 2007, so the drug seizure rate cannot be calculated for 2010 and 2011 as defined in the NDAA. USBP began tracking fentanyl seizures in July 2016 so it is not possible to calculate a drug seizure rate as defined by the NDAA for 2016 to 2020.

Source: OIS analysis of USBP data.

**§ 1092(b)(1)(I) Estimates of the impact of the consequence delivery system on recidivism**

**Definition**

Consequence delivery system (CDS) – A process implemented by USBP to uniquely evaluate each apprehended subject, identify the most effective and efficient consequences, and deliver these consequences to impede and deter further unlawful activity.

Recidivist rate – The share of subjects apprehended by USBP who are apprehended more than once in the same fiscal year.

The annual recidivist rate is an output metric that offers insight into what share of repatriated noncitizens are deterred from making additional unlawful entry attempts but does not account for unknown attempts/entries or who make such attempts/entries in a subsequent fiscal year. USBP uses the annual recidivist rate as one of its 13 metrics of the effectiveness of enforcement consequences under the CDS.

**Methodology and Limitations**

Since 2007, USBP has collected biometric data (including fingerprints and digital photographs) from most unlawful border crossers it apprehends. For the purpose of this report, these data are used to identify subjects apprehended more than once in the same fiscal year. USBP data on re-apprehensions in the same year are considered reliable. The annual recidivist rate is defined as the number of unique subjects apprehended multiple times in a fiscal year divided by the total number of unique subjects in the same fiscal year:

$$\text{Annual Recidivist Rate} = \frac{\text{Number of Unique Subjects Apprehended Multiple Times}}{\text{Total Number of Unique Subjects}}$$

The annual recidivism rate is an indicator of the probability that individuals previously apprehended make subsequent attempts at unlawful re-entry; a drop in the annual recidivism rate very likely reflects a reduction in re-apprehensions. This measure has the further advantages that USBP can calculate annual recidivism based strictly on its own apprehension

data and that the rate can be reliably calculated at the end of each year. These features make the annual recidivism rate a useful measure for USBP performance management and an important operational measure.

Nonetheless, as the GAO has argued, if the goal is to accurately describe the share of individuals previously apprehended who make additional unlawful entry attempts, the current measure of recidivism could be strengthened in at least two ways: 1) count re-apprehensions based on the date on which a subject is removed or returned, rather than that the date of apprehension; 2) count re-apprehensions that occur within a fixed period of time defined by the subject’s repatriation date, rather than by the year.<sup>13</sup> When based on a 1-year window, these refinements yield a more expansive definition of the recidivism rate that DHS refers to as the “Total One-Year Recidivism Rate;” DHS anticipates that in the future, this report will include estimates of the impact of CDS on both the annual recidivism rate and a longer-term recidivism rate.

Interpreting recidivism rates must be done with caution. While declines in recidivism may suggest greater deterrence and/or improvements by USBP, changes in the overall flow may be the result of more first-attempt border crossers, thus driving down the recidivism rate. Therefore, changes to the recidivism rate should be examined alongside the overall flow. Furthermore, changes to push factors over time may also play a role in decreasing subsequent entry attempts.

Additionally, the impact of CDS on recidivism within a given year is not solely a measure of USBP or DHS consequences and operations. All enforcement actions that occur after apprehension and processing subjects into a consequence are controlled and timed by other components and government agencies. Some subjects are never returned and therefore would not be represented in the metric. For example, a subject who remains in the United States, pending the conclusion of immigration court proceedings for several years, has been successfully prevented from re-entry—but that success results from the failure to complete a repatriation. Thus, recidivism, calculated as described here, is influenced by court schedules and the operational ability of other immigration components as well as USBP consequences.

### Available Data and Discussion

Since the implementation of CDS in 2012, all Southwest Border sectors have seen decreases in annual recidivism rates in 2021, including drops of 15 or more percentage points in El Centro, San Diego, Tucson, and Yuma. The largest percentage decreases in recidivism were observed in the sectors of El Centro (from 38 percent in 2012 to 5 percent in 2021) and San Diego (from 30 percent in 2012 to 5 percent in 2021), which saw a decrease of 32 percentage points and 24 percentage points, respectively.

**Table 8.**  
**CDS Recidivism Rate by Sector, FY 2012 to 2021**

| Fiscal Year | Big Bend, TX | Del Rio, TX | El Centro, CA | El Paso, TX | Laredo, TX | Rio Grande Valley, TX | San Diego, CA | Tucson, AZ | Yuma, AZ | Total  |
|-------------|--------------|-------------|---------------|-------------|------------|-----------------------|---------------|------------|----------|--------|
| 2012        | 6.90%        | 6.80%       | 38.28%        | 8.12%       | 13.35%     | 12.73%                | 30.49%        | 19.32%     | 18.20%   | 16.60% |
| 2013        | 7.58%        | 7.28%       | 35.94%        | 10.22%      | 12.27%     | 11.62%                | 32.34%        | 21.24%     | 17.01%   | 15.73% |
| 2014        | 6.74%        | 5.22%       | 32.63%        | 11.16%      | 11.59%     | 11.81%                | 32.46%        | 18.59%     | 13.26%   | 14.06% |
| 2015        | 4.95%        | 6.14%       | 31.70%        | 8.63%       | 11.82%     | 12.66%                | 31.35%        | 15.71%     | 11.32%   | 14.02% |
| 2016        | 5.59%        | 6.73%       | 24.52%        | 8.32%       | 13.01%     | 9.93%                 | 27.34%        | 15.73%     | 5.37%    | 12.27% |
| 2017        | 4.73%        | 5.51%       | 22.73%        | 6.22%       | 13.29%     | 8.27%                 | 21.76%        | 12.46%     | 3.77%    | 10.48% |
| 2018        | 7.65%        | 5.05%       | 22.70%        | 4.37%       | 14.03%     | 8.25%                 | 21.36%        | 14.05%     | 2.68%    | 10.81% |
| 2019        | 5.84%        | 3.26%       | 20.84%        | 3.04%       | 15.43%     | 4.87%                 | 17.55%        | 11.45%     | 1.88%    | 6.65%  |
| 2020        | 5.93%        | 10.33%      | 23.49%        | 11.65%      | 15.29%     | 11.63%                | 25.43%        | 9.48%      | 5.59%    | 13.29% |
| 2021        | 5.15%        | 0.98%       | 5.29%         | 1.94%       | 9.01%      | 1.04%                 | 5.61%         | 3.94%      | 0.46%    | 1.68%  |

Source: USBP.

Recidivism data are not available to calculate the impact of CDS at the Northern Border or coastal boundaries.

<sup>13</sup> GAO, “Border Patrol: Actions Needed to Improve Oversight of Post-Apprehension Consequences,” GAO-17-66, January 2017, pp. 13–17.

## **Understanding the Demands of Title 42 Encounters and the Effect on Recidivism**

As of March 21, 2020, to provide the most accurate analysis of recidivism, the recidivism rate reported in accordance with the GPRAMA of 2010 includes subjects encountered and processed under Title 42 authority. That authority stems from administrative guidance related to public health efforts in support of the March 2020 order, *Order Suspending Introduction of Persons from a Country Where a Communicable Disease Exists*,<sup>14</sup> and related orders issued by the CDC and Department of Health and Human Services (HHS). For FY 2020, to diminish the spread of COVID-19, the CDC/HHS order required noncitizens subject to it to be expelled from the United States as expeditiously as possible under Title 42 authority, rather than being apprehended and processed under Title 8 authority.

Under the CDC/HHS order, the determination on whether a subject becomes a T42 encounter or a T8 apprehension is made after initial processing, which includes biometric collection such as fingerprints. If the initial processing and records check reveals no outstanding criminal warrants or indication of national-security threat, the subject is expelled from the United States to Mexico, Canada, or the subject's country of citizenship.

From a USBP standpoint, T42s do not face the CDS. In effect, no consequence is applied because the subject was not apprehended. USBP totals on T8 apprehensions and T42 encounters do not co-mingle; therefore, the CDS recidivism rate does not include T42s.

In 2021, T42s constituted 63 percent of the year's total Southwest Border encounters (1,040,695 of 1,662,167). When T42s are included in calculating a comprehensive recidivism rate among all those encountered between the POEs, the number rises to 27 percent<sup>15</sup> in comparison to the CDS recidivism rate of 2 percent.

### **§ 1092(b)(1)(J) Examination of each consequence under the CDS**

#### **Definition**

*Consequence* – An administrative, programmatic, or criminal justice process imposed on a subject following the subject's apprehension. CDS is designed to identify, for any given subject, the ideal consequences to deliver to impede and deter further unlawful activity.

#### **Methodology and Limitations**

USBP's current methodology for assessing the CDS involves analyzing the effectiveness and efficiency of each enforcement consequence. One of the key effectiveness metrics is the annual recidivism rate, which is calculated separately for each enforcement consequence.

Under the CDS, USBP specifically targets noncitizens with more extensive records of unlawful border crossing behaviors for consequences that are designed to have a greater deterrent impact. As a result, differences in recidivism rates by enforcement consequence may reflect differences in the propensity of the targeted population to make further re-entry attempts, in addition to the possible impact of each consequence on recidivism.

An additional limitation of currently available data is that they are based on apprehension data for a given year, not repatriation data. Depending on the consequence and the timing of the apprehension, some individuals may not be repatriated to their country of origin during the fiscal year of their apprehension, and therefore may not have an opportunity to attempt re-entry. For example, long waits to appear in immigration courts for non-detained noncitizens mean very few noncitizens issued warrants of arrest and notices to appear (WA/NTA) are removed in the same year as their apprehension, which results in artificially low recidivism rates for noncitizens subject to that consequence. DHS and CBP are working to refine their analysis of CDS and will seek to address these limitations in a subsequent version of this report.

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<sup>14</sup> For full text of order, see order 85 FR 16567 at <https://www.federalregister.gov/documents/2020/03/24/2020-06241/order-suspending-introduction-of-persons-from-a-country-where-a-communicable-disease-exists>.

<sup>15</sup> Based on USBP FY 2021 GPRAMA results.

## Available Data and Discussion

Table 9 summarizes recidivism rates by different consequences for 2012 to 2021.

**Table 9.**  
**Annual Recidivism Rate by Consequence, FY 2012 to 2021**

|                                                               | 2012  | 2013  | 2014  | 2015  | 2016  | 2017  | 2018  | 2019  | 2020  | 2021  |
|---------------------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Voluntary Return                                              | 27.06 | 28.61 | 30.5  | 27.03 | 24.55 | 24.65 | 25.31 | 29.19 | 18.49 | 28.62 |
| Warrant of Arrest/Notice to Appear                            | 3.83  | 1.44  | 0.6   | 0.89  | 0.41  | 0.36  | 0.47  | 1.33  | 8.35  | 0.4   |
| Expedited Removal                                             | 16.44 | 16.66 | 17.54 | 18.08 | 15.46 | 13.5  | 14.1  | 12.96 | 15.89 | 0.96  |
| Reinstatement of Removal                                      | 15.88 | 16.42 | 15.8  | 15.41 | 16.62 | 15.02 | 15.64 | 13.39 | 13.62 | 4.16  |
| Alien Transfer Exit Program                                   | 23.82 | 25.48 | 28.63 | 27.17 | 28.8  | 27.89 | 31.68 | 16.67 | 71.43 | NA    |
| Criminal Consequence Initiative                               | 10.3  | 9.26  | 8.24  | 6.67  | 8.36  | 6.17  | 9.25  | 9.0   | 9.2   | 2.44  |
| Standard Prosecution                                          | 9.09  | 10.17 | 9.18  | 8.79  | 8.16  | 6.98  | 9.05  | 11.15 | 9.45  | 4.24  |
| Operation Against Smugglers Initiative on Safety and Security | 10.24 | 18.04 | 18.25 | 22.97 | 30.93 | NA    | NA    | NA    | NA    | NA    |

NA – no data available.

Note: The Operation Against Smugglers Initiative on Safety and Security program was discontinued after 2016.

Source: USBP

While these data should be interpreted with caution for the reasons identified above, some trends are noteworthy. For example, with the exception of WA/NTA for the reasons noted above, the more punitive consequence programs such as the criminal consequence initiative<sup>16</sup> and standard prosecution<sup>17</sup> generally showed lower recidivism rates (2 percent and 4 percent, respectively) than less punitive programs like voluntary return (28 percent). Recidivism rates by consequence changed significantly in several categories between 2020 and 2021; the most significant difference was in the Warrant of Arrest/Notice to Appear<sup>18</sup> and Expedited Removal<sup>19</sup> where recidivism decreased by over 90 percent from 2020 to 2021.

## § 1092(c) METRICS FOR SECURING THE BORDER AT PORTS OF ENTRY

### § 1092(c)(1)(A)(i) Total inadmissible travelers at ports of entry

#### Definition

*Inadmissible noncitizen*— A noncitizen seeking admission at a POE who is ineligible for admission pursuant to INA § 212(a).

*Known inadmissible noncitizens* – Noncitizens seeking admission at a POE who are found by OFO to be inadmissible.

*Total attempted inadmissible noncitizens* – The estimated number of inadmissible noncitizens who attempt to enter the United States. Total attempted inadmissible noncitizens include known inadmissible noncitizens and successful improper entries at POEs.

<sup>16</sup> The Criminal Consequence Initiative (formerly known as Operation Streamline) is a criminal prosecutions program through which noncitizens are charged with unlawful entry under 8 U.S.C. § 1325 or unlawful re-entry under 8 U.S.C. § 1326 in an expedited criminal proceeding before a magistrate judge.

<sup>17</sup> Standard prosecution refers to CBP's referral of a noncitizen to the Department of Justice to face criminal charges for unlawful entry, unlawful re-entry, and/or another criminal offense through standard criminal proceedings.

<sup>18</sup> Warrant of Arrest/Notice to Appear (NTA) refers to I-862, a document that is the first step in starting removal proceedings under INA Section 240. The form identifies the grounds for removal under which the noncitizen is being charged and instructs them to appear before an immigration judge.

<sup>19</sup> Expedited removal refers to the process in which a noncitizen is administratively removed from the United States by DHS without being referred to an immigration judge.

Inadmissible noncitizens and known inadmissible noncitizens are output metrics that describe OFO officer workload. Known inadmissible noncitizens may also be used as a proxy indicator of total attempted inadmissible noncitizens, which is an outcome metric.

### Methodology and Limitations

Known inadmissible noncitizens are recorded in OFO administrative records with a unique identifier created for each inadmissibility determination. OFO’s count of known inadmissible noncitizens is considered reliable.

The Department continues to improve the Compliance Examination (COMPEX) program. As of 2020, the program was capable of estimating undetected major infractions at POEs. However, it is unable to reliably estimate successful unlawful entries due to the nature of the survey. The hindrance is the sample size and number of positive COMPEX findings, which is currently not sufficient when it comes to reliably estimating the successful unlawful entries. OFO cannot currently accommodate increased sampling due to CBP’s responsibility of balancing the facilitation of legitimate trade and travel and our fiduciary responsibility to the American taxpayer. It is highly unlikely that we will ever be able to provide data for successful unlawful entries due to the nature of the survey.

### Available Data and Discussion

An average of 242,000 noncitizens were identified as inadmissible at POEs between 2011 and 2021, with the highest numbers observed in 2016 (293,000). Inadmissible noncitizens increased 32,000 from 2020 to 2021.

**Table 10.**  
**Known Inadmissible Noncitizens at POEs, FY 2011 to 2021**

| 2011    | 2012    | 2013    | 2014    | 2015    | 2016    | 2017    | 2018    | 2019    | 2020    | 2021    |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 216,355 | 197,362 | 205,920 | 224,927 | 254,637 | 292,614 | 216,157 | 279,009 | 288,523 | 232,374 | 263,972 |

Source: OFO.

## § 1092(c)(1)(A)(ii) Refusal and interdiction rates at ports of entry

### Definition

*Refusal rate* – The share of all travelers seeking admission at a POE found inadmissible. Refusal rate is an output metric that describes OFO officer workload.

*POE interdiction rate* – The share of attempted inadmissible noncitizens found inadmissible. POE interdiction rate is an output metric that describes the difficulty of entering the United States unlawfully through a POE.

### Methodology and Limitations

The refusal rate is calculated by dividing known inadmissible noncitizens (i.e., noncitizens found inadmissible by OFO officers at POEs) by the total number of travelers (i.e., all persons seeking entry at POEs):

$$\text{Refusal Rate} = \frac{\text{Inadmissibility Determinations}}{\text{Travelers}}$$

Data on inadmissibility determinations and total travelers are obtained from OFO administrative records; these data are considered reliable.

The Department continues to improve the Compliance Examination (COMPEX) program. As of 2020, the program was capable of estimating undetected major infractions at POEs. However, it is unable to reliably estimate successful unlawful entries due to the nature of the survey. The hindrance is the sample size and number of positive COMPEX findings, which

is currently not sufficient when it comes to reliably estimating the successful unlawful entries. OFO cannot currently accommodate increased sampling due to CBP's responsibility of balancing the facilitation of legitimate trade and travel and our fiduciary responsibility to the U.S. taxpayer. It is highly unlikely that we will ever be able to provide data for successful unlawful entries due to the nature of the survey.

### Available Data and Discussion

The number of travelers at POEs continuously increased from 2011 to 2018 (from 340 million to 414 million) before declining slightly in 2019 (to 410 million) and experienced a large decrease in 2021 (to 180 million). The number of known inadmissible noncitizens has consistently been small compared to travelers coming through POEs, with the refusal rate hovering within a range of 0.05–0.09 percent throughout this period. The year 2021 had the highest refusal rate since 2011.

**Table 11.**  
**Inadmissible Noncitizens and Refusal Rate at POEs, FY 2011 to 2021**

| Fiscal Year | Passengers  | Inadmissibles | Refusal Rate |
|-------------|-------------|---------------|--------------|
| 2011        | 340,364,884 | 216,355       | 0.06%        |
| 2012        | 351,551,007 | 197,362       | 0.06%        |
| 2013        | 362,333,988 | 205,920       | 0.06%        |
| 2014        | 374,974,750 | 224,927       | 0.06%        |
| 2015        | 383,200,225 | 254,637       | 0.07%        |
| 2016        | 390,592,745 | 292,614       | 0.07%        |
| 2017        | 397,407,840 | 216,157       | 0.05%        |
| 2018        | 413,878,570 | 279,009       | 0.07%        |
| 2019        | 410,287,338 | 288,523       | 0.07%        |
| 2020        | 237,965,621 | 232,374       | 0.09%        |
| 2021        | 179,466,172 | 263,972       | 0.15%        |

Source: OFO.

## § 1092(c)(1)(A)(iii) Unlawful entries at ports of entry

### Definition

*Successful unlawful entries* – The estimated number of inadmissible noncitizens who improperly enter the United States through POEs.

Successful unlawful entries are an outcome metric.

### Methodology and Limitations

The Department continues to improve the Compliance Examination (COMPEX) program. As of 2020, the program was capable of estimating undetected major infractions at POEs. However, it is unable to reliably estimate successful unlawful entries due to the nature of the survey. The hindrance is the sample size and number of positive COMPEX findings, which is currently not sufficient when it comes to reliably estimating the successful unlawful entries. OFO cannot currently accommodate increased sampling due to CBP's responsibility of balancing the facilitation of legitimate trade and travel and our fiduciary responsibility to U.S. taxpayers. It is highly unlikely that we will ever be able to provide data for successful unlawful entries due to the nature of the survey.

## § 1092(c)(1)(B) Illicit drugs seized at ports of entry

### **Definition**

Drug seizures – Seizures of illicit drugs by CBP officers at POEs.

Drug seizures are an output metric. Drug seizures may also be interpreted as a proxy indicator of illicit drug inflows through POEs, an outcome metric.

### **Methodology and Limitations**

Drug seizure data are obtained from OFO administrative records, measured in kilograms. These data are considered reliable.

### **Available Data and Discussion**

Detailed drug seizure data at POEs are contained in Appendix B. Total seizures fell from 401,000 kilograms in 2015 and 368,000 kilograms in 2016 to a recent low of 250,000 kilograms in 2018 and then rising to 274,000 kilograms in 2019 and 332,380 kilograms in 2021.

## § 1092(c)(1)(C) Port of entry illicit drug seizure rate

### **Definition**

POE illicit drug seizure rate – For each type of illicit drug seized by OFO at POEs, the ratio of illicit drugs seized in a single year to the average amount seized in the immediately preceding 5 years.

### **Methodology and Limitations**

POE drug seizure data are obtained from OFO administrative records. These data are considered reliable.

Pursuant to the definition of the illicit drug seizure rate directed by NDAA § 1092(c)(1)(C), the drug seizure rate describes recent seizure trends (i.e., current year compared to the previous 5 years); the measure does not describe the rate at which illicit drugs are seized.

The drug seizure rate is an output metric, which compares trends in activity data over time. Drug seizures may be interpreted as a proxy indicator of illicit drug inflows through POEs, an outcome metric.

### **Available Data and Discussion**

Marijuana seizures at POEs declined from a recent high of 273,000 kilograms in 2015 to 79,000 kilograms in 2021, after a brief increase to 147,000 in 2020. Cocaine seizures increased to 35,000 kilograms in 2021 after a record low of 19,000 kilograms in 2020. Heroin seizures have remained around 2,000 kilograms since 2018, with 2,100 kilograms seized in 2021. Methamphetamine seizures were at their highest levels since at least 2011 with 67,000 kilograms seized in 2021. Fentanyl seizures were also at their highest levels in 2021 (4,600 kilograms), up 1608 percent since 2016, the first full year in which data were available.

**Table 12.****POE Illicit Drug Seizure Rate, FY 2011 to 2021**

| Drug Type        | Rate/Amt  | 2011    | 2012    | 2013    | 2014    | 2015    | 2016    | 2017    | 2018    | 2019    | 2020    | 2021   |
|------------------|-----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|
| Marijuana        | Rate      | 96%     | 87%     | 82%     | 78%     | 119%    | 99%     | 72%     | 62%     | 65%     | 78%     | 48%    |
|                  | Kg seized | 255,216 | 237,085 | 215,705 | 198,670 | 273,434 | 233,827 | 166,221 | 135,814 | 131,328 | 147,405 | 78,886 |
| Cocaine          | Rate      | 88%     | 77%     | 88%     | 85%     | 76%     | 116%    | 137%    | 105%    | 178%    | 72%     | 129%   |
|                  | Kg seized | 23,551  | 20,531  | 20,976  | 20,559  | 17,396  | 23,958  | 28,275  | 23,407  | 40,464  | 19,344  | 34,966 |
| Heroin           | Rate      | 160%    | 154%    | 143%    | 134%    | 162%    | 97%     | 87%     | 116%    | 115%    | 106%    | 101%   |
|                  | Kg seized | 1,615   | 1,718   | 1,822   | 1,963   | 2,732   | 1,916   | 1,758   | 2,361   | 2,461   | 2,369   | 2,192  |
| Methamphetamines | Rate      | 222%    | 244%    | 260%    | 201%    | 190%    | 193%    | 201%    | 229%    | 160%    | 181%    | 228%   |
|                  | Kg seized | 4,700   | 6,460   | 9,512   | 10,639  | 13,192  | 17,137  | 22,885  | 33,567  | 31,110  | 42,709  | 67,286 |
| Fentanyl         | Rate      | NA      | NA      | NA      | NA      | NA      | NA      | NA      | NA      | NA      | 281%    | 465%   |
|                  | Kg seized | NA      | NA      | NA      | NA      | 32      | 270     | 882     | 860     | 1,154   | 1,799   | 4,619  |

Note: OFO began tracking fentanyl seizures partway through 2015 so it is not possible to calculate a drug seizure rate as defined by the NDA for 2015 to 2019.

Source: OIS analysis of OFO data.

## § 1092(c)(1)(D) Major infractions at ports of entry

### Definition

*Major infractions* – OFO defines major infractions to include all offenses subject to criminal arrest, including arrests related to terrorism, drugs, immigration crimes (including “zero tolerance” arrests<sup>20</sup>), currency, merchandise, and agriculture products. These major infractions are not equivalent to arrests of individuals, as each individual may be charged with multiple infractions and not all infractions may ultimately lead to an arrest. In addition, OFO includes National Crime Information Center (NCIC) hits and Terrorist Screening Dataset (TSDS) hits, among others, as major infractions.

*Known major infractions* – The number of major infractions interdicted by OFO. Known major infractions are an output metric.

*Undetected major infractions* – The estimated number of major infractions not interdicted by OFO. Undetected major infractions are an outcome metric.

### Methodology and Limitations

Known major infractions are recorded in OFO administrative records and are considered reliable. For the purpose of this report, OFO has updated its reporting methodology to limit data to passenger-related infractions, excluding infractions involving mailed goods and other non-passenger-related events.

Undetected major infractions are estimated through COMPEX, which conducts comprehensive audits on a statistical sample of travelers who were processed by CBP without secondary inspection and admitted into the United States. The randomly selected travelers undergo a systematic series of checks to reveal any admissibility, customs, or agriculture infractions. The rate of infractions found within the sample is applied to the population of travelers processed by CBP without secondary inspections. The program to develop these estimates operates at 19 airports and all privately owned vehicle (POV) crossings and is being expanded to pedestrian operations. Numbers reported below are for the airports and POV crossings within the program. Estimates are limited to the assumption that CBP secondary inspections and comprehensive audits find all infractions. This assumption is likely more valid for customs-related screenings at airports than passenger screening given the 100 percent search of all baggage. Additionally, true random sampling is more likely at POV lanes where automated systems select vehicles for additional screening—these automated systems do not yet exist for airports.

<sup>20</sup> All zero tolerance violations include arrests with any amount of a controlled substance that is not destroyed or is not completely destroyed during testing process, effective October 10, 2010.



CBP implemented major enhancements to COMPEX in 2015 and 2016, but some reviewers still recommend that the program expand its audit sample size to produce more reliable findings.<sup>21</sup> Nonetheless, COMPEX provides the best available estimate of undetected major infractions. COMPEX was suspended at land ports of entry and reduced examinations in the air environment on March 21, 2020, due to the substantial drop in travel due to COVID-19. No metric is provided for 2021.

### Available Data and Discussion

OFO officers made 196,000 seizures based on major infractions at POEs in 2021, nearly meeting the record high number of seizures in 2019 (209,000) and nearly four times the average number of seizures 2010–2018. The infraction rate in 2021 was the highest in at least a decade.

**Table 13.**  
**Known Major Infractions at POEs, FY 2011 to 2021**

| Fiscal Year | Passengers  | Seizure Counts | Infraction Rate |
|-------------|-------------|----------------|-----------------|
| 2011        | 340,364,884 | 54,548         | 0.02%           |
| 2012        | 351,551,007 | 47,521         | 0.01%           |
| 2013        | 362,333,988 | 51,391         | 0.01%           |
| 2014        | 374,974,750 | 42,190         | 0.01%           |
| 2015        | 383,200,225 | 44,380         | 0.01%           |
| 2016        | 390,592,745 | 53,545         | 0.01%           |
| 2017        | 397,407,840 | 45,601         | 0.01%           |
| 2018        | 413,878,570 | 54,420         | 0.01%           |
| 2019        | 410,287,338 | 208,711        | 0.05%           |
| 2020        | 237,965,621 | 196,629        | 0.08%           |
| 2021        | 179,466,172 | 195,943        | 0.11%           |

Note: This table updates previous versions of this report to align reported values with passenger-related known major infractions (i.e., excluding non-passenger-related incidents).

Source: OFO.

The substantial drop in travel due to COVID-19 related travel restrictions resulted in the suspension of COMPEX at land POEs and reduced examinations in the air environment on March 21, 2020. As of 2021, COMPEX program remains in suspension.

<sup>21</sup> Homeland Security Systems Engineering and Development Institute, “Compliance Measurement Examination (COMPEX) Refinement Recommendations: A Statistical Analysis,” June 30, 2017.

**Table 14.****Estimated Undetected Major Infractions at POEs, FY 2011 to 2021**

| Fiscal Year | Air    | POV    |
|-------------|--------|--------|
| 2011        | 12,506 | 36,149 |
| 2012        | 14,970 | 32,499 |
| 2013        | 16,114 | 28,659 |
| 2014        | 13,334 | 12,376 |
| 2015        | 14,852 | 27,432 |
| 2016        | 16,158 | 29,251 |
| 2017        | 12,386 | 30,295 |
| 2018        | 8,736  | 29,879 |
| 2019        | 12,755 | 29,163 |
| 2020        | 10,538 | 23,999 |
| 2021        | NA     | NA     |

Note: Undetected major infractions data are unavailable for 2021.

Source: OFO.

## § 1092(c)(1)(E) Cocaine seizure effectiveness rate

### Definition

*Cocaine seizure effectiveness rate* – The amount of cocaine seized by OFO at land POEs compared to the total estimated flow of cocaine through land POEs.

Cocaine seizures are an output metric. Some analysts also treat seizures as a proxy indicator of total attempts to import cocaine, an outcome metric. Seizure effectiveness rate (i.e., cocaine seized as compared to the total estimated cocaine flow) is an output metric.

### Methodology and Limitations

Seizure data are obtained from OFO administrative records and is considered reliable. Estimates of the total cocaine flow are provided by the Defense Intelligence Agency (DIA).<sup>22</sup> The U.S. Government does not have an estimate of the share of the total cocaine flow that passes through land POEs, but the U.S. Drug Enforcement Agency’s National Drug Threat Assessment states that the Southwest Border remains the key entry point for the majority of the cocaine entering the United States.

The DIA estimate is based on a U.S. Government estimate of cocaine departing South America towards the United States, and additionally incorporates estimates of cocaine movement, cocaine production, and U.S. consumption derived from various U.S. Government agencies. The estimated amount of cocaine available to enter the United States (estimated flow in Table 15) is derived by finding the difference between the estimated amount of cocaine departing South America toward the United States and the sum of documented cocaine removals, consumption in the Transit Zone, and documented departures from the Transit Zone towards non-United States destinations.

### Available Data and Discussion

Total cocaine seizures increased 80 percent from 19,000 kilograms in 2020 to 35,000 kilograms in 2021. Total seizures in 2021 were 27 percent higher than the 2016 to 2020 average. Land seizures increased to 10,700 in 2021, a 17 percent increase from the 2016 to 2020 average. Estimated flow rose to 1,174,000 kilograms in 2021. Although the estimated flow of cocaine rose 10 percent from the 2016 to 2020 average, the seizure effectiveness rate increased to 2.98 percent from the 2016 to 2020 average of 2.69 percent.

<sup>22</sup> Previous versions of this report included estimates of total cocaine flow provided by the Office of National Drug Control Policy (ONDCP).

**Table 15.****Cocaine Seizures and Estimated Flows at Land POEs, FY 2016 to 2021**

|                            | 2016      | 2017      | 2018      | 2019    | 2020    | 2021      |
|----------------------------|-----------|-----------|-----------|---------|---------|-----------|
| Total Seizures             | 24,017    | 28,299    | 25,800    | 40,500  | 19,344  | 34,966    |
| Land Seizures              | 9,100     | 10,800    | 10,000    | 9,000   | 7,021   | 10,739    |
| Estimated Flow             | 1,274,000 | 1,136,000 | 1,187,000 | 849,000 | 905,000 | 1,174,000 |
| Seizure Effectiveness Rate | 1.89%     | 2.49%     | 2.17%     | 4.77%   | 2.14%   | 2.98%     |

Notes: Seizures and estimated flows in kilograms. DIA data on estimated flow does not provide a breakout for land flows, and seizure effectiveness rate is calculated as the ratio of total seizures to total estimated flow. Estimated Flow for 2019 was updated to account for events that were discovered/entered late in the DIA source database.

Source: OFO and DIA.

## § 1092(c)(1)(F)(i) Average wait times and traffic volume

### Definition

*Average wait time* – Average minute wait time for vehicles to pass through a land POE.

*Private vehicle volume* – The number of private vehicles passing through a land POE per year.

*Commercial vehicle volume* – The number of commercial vehicles passing through a land POE per year.

Average wait time is an outcome metric describing the ease of crossing the border. Vehicle volume is an output metric.

### Methodology and Limitations

OFO uses two primary methodologies for calculating vehicle wait times at the border: line-of-sight and automated technology such as Bluetooth and Radio Frequency Identification. Ports using line-of-site methodology manually record wait times once per hour at the top of each hour using the Border Wait Time Administrative Tool. For ports using automated technology, wait times are recorded automatically in 5–10-minute increments every hour, which OFO averages prior to reporting out. OFO records wait times for 72 land border crossings, excluding small border POEs with negligible wait times. In March 2018, OFO leadership updated CBP’s policy guidance for measuring and recording wait times at CBP land border POEs. The updated policy consolidates all previously issued policy regarding manual and automated wait time reporting and further clarifies Active Land Management as a means to more effectively manage traffic flow, primary inspections, and associated resource allocations.

OFO records counts of Privately Owned Vehicles (POV) and Commercially Owned Vehicles (COV) as administrative data in its Operations Management Report (OMR); these data are considered reliable.

### Available Data and Discussion

Data on average wait times and counts of private and commercial vehicles for each land POE for which data are available are contained in Appendix C1 and C2. Comparisons should be made with caution given the differences in flow and type of traffic at each port.

Notably, POV wait times remained relatively stable between 2019 and 2020, with no increase larger than 15 minutes at any POE. The most notable improvement in POV wait times occurred in Nogales, AZ, where the average wait time fell to 30 minutes in 2021, down from 45 minutes in 2020. Average POV wait times increased seven POEs, with the highest increase in San Ysidro, CA (70 minutes in 2021, up from 57 minutes in 2020).

COV wait times are consistently lower for each station when compared to POV wait times. The most notable decrease in 2021 was at the Laredo Land Bridge #4, where COV wait times decreased by 8 minutes. The largest increase in 2021 at Tecate, Port of Entry, where there was a 13-minute increase in wait time.

## § 1092(c)(1)(F)(ii) Infrastructure capacity utilization rate

### Definition

Infrastructure capacity utilization rate – Average number of vehicles processed per booth, per hour at each land POE.

The infrastructure capacity utilization rate is an output metric that describes OFO’s ability to process traffic relative to the physical and staffing capacity.

### Methodology and Limitations

Data are obtained from OFO administrative records. The data comes from CBP systems with booth hours and throughput as calculated fields. The hours serve as a proxy metric for the number of CBP officer hours spent processing and are measured on a one-for-one basis. Throughput is then calculated by summing all vehicles that passed through a site in a year and then dividing it by total booth hours.

### Available Data and Discussion

Detailed infrastructure capacity utilization rate data are contained in Appendix D.

Each OFO land POE is unique in terms of staffing authorizations and physical layouts. Land POEs may be physically constrained by the available space around them and so unable to expand to yield greater capacity. Land POEs in the United States are also impacted by the adjoining Canadian and Mexican land POE management decisions on staffing and physical layouts. Both the OFO Mission Support Facilities Division and the CBP Office of Facilities and Asset Management are working on establishing methods to determine resourcing decisions for land POEs.

**Table 16.**

**Average Infrastructure Capacity Utilization Rate, FY 2012 to 2021**

|                      | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|----------------------|------|------|------|------|------|------|------|------|------|------|
| OFO National Average | 43.1 | 43.5 | 45.3 | 46.6 | 47.4 | 49.6 | 51.1 | 50.6 | 48.8 | 48.9 |
| Northern Border      | 36.2 | 38.2 | 39.0 | 35.7 | 34.6 | 36.3 | 37.2 | 37.0 | 35.6 | 28.9 |
| Southern Border      | 47.7 | 46.8 | 49.1 | 53.0 | 54.4 | 56.6 | 58.6 | 58.2 | 52.8 | 51.0 |

Note: Table depicts average vehicles processed per lane, per hour.

Source: OFO.

In general, the Southwest Border reports higher utilization rates because of higher flows through the POEs. The overall utilization rate in 2021 was approximately 0.1 vehicles less than in 2020. Overall, CBP processed an average of 48.9 vehicles per lane, per hour in 2021 (28.9 on the Northern Border; 51 on the Southwest Border).

Stanton Street in the El Paso Field Office averaged 127 vehicles per hour, per lane in 2021—once again the highest in the country by a sizeable margin (see Appendix D) at 71 in Tecate, CA vehicles per lane more than the next highest location in 2021. However, Stanton Street only processes travelers eligible for the Secure Electronic Network for Travelers Rapid Inspection (SENTRI) trusted traveler program, which are faster to process than other classes of travelers.

## § 1092(c)(1)(F)(iii) Secondary examination rate

### **Definition**

*Secondary examination rate* – Percentage of passengers subject to secondary inspection at each land POE.

Secondary examination rate is an output metric that describes OFO workload and practices.

### **Methodology and Limitations**

Data are obtained from OFO administrative records. Secondary examination rate is determined by the recorded number of passengers sent for secondary inspection versus the total number of recorded passengers.

### **Available Data and Discussion**

Frequency of secondary inspections data is contained in Appendix E.

Among the Northern Border POEs, the average secondary inspection rate 6.65 percent in 2021, up from an average of 4.1 percent in 2020. The Southern Border Secondary Inspection Rate averaged 4.26 percent in 2021, up from 3.76 percent in 2020. The highest secondary inspection rates were reported at Northern Border POEs, including Lyden, WA (47.89 percent), Ogdensburg, NY (39.39 percent), and Portal, ND (34.34 percent). Certain smaller land POEs have high secondary examination rates due to a low volume of traffic that allows officers increased time to thoroughly examine a larger share of passengers.

## § 1092(c)(1)(F)(iv) Secondary examinations effectiveness rate

OFO conducts traveler and cargo-related secondary examinations for a variety of discretionary and mandatory investigative and enforcement reasons, including but not limited to CBP Officer enforcement referrals, alerts, subject complexity, Non-Intrusive Inspection Systems Program inspection, and compliance examinations spanning a broad range of laws, rules, and regulations from multiple government agencies. Not all referred examinations are expected to result in significant enforcement results, such as disposals, fines and penalties, seizures, or arrests. Secondary examinations are often fully effective when they find no violations of any kind, as with compliance examinations or referrals due to subject complexity; and public awareness of CBP secondary inspection capabilities also serves as a deterrent to unlawful activity. For these reasons, CBP is unable to categorize a given secondary examination as “effective” or “ineffective” and does not calculate a secondary examinations effectiveness rate.

## § 1092(c)(1)(G)(i) Number of potentially “high-risk” cargo containers

### **Definition**

*Potentially high-risk cargo containers* – Shipping containers carrying cargo shipments identified as potentially high-risk using National Targeting Center (NTC) CBP national security criteria.

Potentially high-risk cargo containers are an output metric that describes OFO workload.

### **Methodology and Limitations**

All international cargo shipments coming to the United States via the sea, land, and air modes of transportation are screened by CBP using the Automated Targeting System (ATS) to identify those shipments that may be considered potentially high-risk according to CBP national security criteria. Any cargo container traveling via the maritime environment carrying a shipment identified as potentially high-risk is identified for immediate review and assessed or scanned prior to lading at a Container Security Initiative member foreign port of origin or at arrival at a U.S. POE. Assessing, resolving, and when required, scanning and physically inspecting cargo found to be potentially high-risk, ensures the safety of the public and minimizes the impact to the trade through the effective use of risk-focused targeting.

CBP’s NTC continuously refines, improves, and revises the security criteria applied by the ATS, which in turn improves the focus and currency of the risk assessment applied.

### **Available Data and Discussion**

The NTC’s process of continual review and refinement of the security criteria applied and ATS methodology has led to realignment in the total number of maritime cargo containers identified as potentially high-risk since 2013. In 2021, the number of high-risk cargo containers decreased to the second lowest level since 2013.

**Table 17.**  
**Potentially High-Risk Cargo Containers at Seaports, FY 2013 to 2021**

| 2013   | 2014   | 2015   | 2016   | 2017   | 2018   | 2019  | 2020  | 2021  |
|--------|--------|--------|--------|--------|--------|-------|-------|-------|
| 89,598 | 74,509 | 72,974 | 71,815 | 36,209 | 18,625 | 6,667 | 8,683 | 7,111 |

Note: Data for 2019 corrected due to previous typo.

Source: OFO.

### **§ 1092(c)(1)(G)(ii) Ratio of potentially high-risk cargo containers scanned relative to high-risk containers entering in previous fiscal year**

#### **Definition**

*Ratio of potentially high-risk cargo containers scanned* – The ratio of potentially high-risk containers scanned relative to the number of potentially high-risk containers entering in the previous year.

The ratio of potentially high-risk containers scanned is an output metric, which compares trends in activity data over time. Ratio of high-risk containers scanned may also be interpreted as a proxy indicator of high-risk containers successfully scanned and entering through POEs, an outcome metric.

#### **Methodology and Limitations**

Inspection data are obtained from OFO administrative records. These data include potentially high-risk cargo containers reviewed, assessed, or scanned. These three methods of inspection are not currently distinguishable with available data sources.

The ratio compares potentially high-risk containers in 1 year to the number entering in the previous year and should not be confused with the percentage of potentially high-risk containers scanned relative to the number entering in the current year.

A container is considered “high-risk” if even one shipment within it is designated high-risk. One container may have multiple high-risk shipments within it, which could cause the same container to be reviewed or scanned multiple times.

### **Available Data and Discussion**

The ratio of potentially high-risk containers reviewed, assessed, or scanned relative to the previous year’s entries is contained in Appendix F.

Maritime POEs reported reviewing, assessing, or scanning 7,112 high-risk containers in 2021, compared to 8,683 in 2020.

## § 1092(c)(1)(G)(iii) Potentially high-risk cargo containers scanned upon arrival at a U.S. POE

### Definition

Potentially high-risk containers scanned upon arrival at a U.S. POE – Shipping containers carrying cargo shipments identified as potentially high-risk using NTC security criteria that are reviewed, assessed, or scanned upon arrival at a U.S. POE.

The number of potentially high-risk containers scanned upon arrival at a POE is an output metric that describes OFO workload.

### Methodology and Limitations

Inspection data are obtained from OFO administrative records. These data include potentially high-risk cargo containers reviewed, assessed, or scanned. These three methods of inspection are not currently distinguishable with available data sources.

The ATS targeting system provides an assessment of the security of shipments, as defined by bills of lading, not individual containers. A large shipment may span several containers or conversely one container may contain many individual shipments. A container is considered potentially “high-risk” if even one shipment within it is designated as high-risk. A single container may have multiple high-risk shipments within it, which could cause the same container to be flagged for review or scanning multiple times.

### Available Data and Discussion

Data on high-risk containers may be found in Appendix F.

In 2021, a total of 7,112 high-risk containers arrived at POEs.

## § 1092(c)(1)(G)(iv) Potentially high-risk cargo containers scanned before arrival at a U.S. POE

### Definition

Potentially high-risk containers scanned before arrival at a U.S. POE – Shipping containers carrying cargo shipments identified as potentially high-risk using NTC security criteria that are reviewed, assessed, or scanned before arrival at a U.S. POE.

The number of potentially high-risk containers scanned before arrival at a POE is an output metric that describes OFO workload.

### Methodology and Limitations

Inspection data are obtained from OFO administrative records. In OFO/CSI’s unique scope of operations, officers target, mitigate, and examine high-risk Bills of Lading (BOLs). Subsequently, CSI collects data and reports key performance metrics in terms of BOLs, not containers. Current data sources that report on BOLs scanned also include records of BOLs reviewed or assessed.

### Available Data and Discussion

In 2021, 92,000 high-risk BOLs were scanned before arrival at a POE, a 7 percent increase from 2020.

**Table 18.**

**High-Risk Bills of Lading Scanned Before Arrival at U.S. POE, FY 2013 to 2021**

| 2013    | 2014    | 2015    | 2016    | 2017    | 2018   | 2019    | 2020   | 2021   |
|---------|---------|---------|---------|---------|--------|---------|--------|--------|
| 103,999 | 117,453 | 126,223 | 113,326 | 117,453 | 81,397 | 103,670 | 91,629 | 98,934 |

Source: OFO.

## § 1092(d) METRICS FOR SECURING THE MARITIME BORDER

### § 1092(d)(1)(A) Situational awareness in the maritime environment

#### **Definition**

*Situational awareness* – The NDAA calls for DHS to develop a metric for situational awareness based on “knowledge and understanding of current unlawful cross-border activity,” including “(A) Threats and trends concerning illicit trafficking and unlawful crossings; (B) The ability to forecast future shifts in such threats and trends; (C) The ability to evaluate such threats and trends at a level sufficient to create actionable plans; and (D) The operational capability to conduct persistent and integrated surveillance of the international borders of the United States.”<sup>23</sup>

Situational awareness is an output metric.

#### **Methodology and Limitations**

To improve the efficiency, effectiveness, and accountability of DHS aviation programs, the Department is developing the ability to analyze and report flight hour data consistently across components and assess the contribution of aviation activity to DHS missions. In 2019, DHS Headquarters conducted a “Flight Hour Study” of historical U.S. Coast Guard (USCG) and CBP Air and Marine Operations (AMO) data in accordance with the DHS Agency Reform Plan, a response to Executive Order 13781.<sup>24</sup> This is an ongoing and multi-year effort that the Department will continue to report on in future versions of this report.

In the interim, the Department reports on the following operational activity metrics contributing to maritime domain situational awareness:

- CBP Aircraft Hours Flown for Situational Awareness or Interdiction Support
- USCG Aircraft Hours Flown for Situational Awareness or Interdiction Support
- USCG Cutter Hours Contributing to Situational Awareness or Interdiction
- CBP Boat Hours Contributing to Situational Awareness or Interdiction
- USCG Boat Hours Contributing to Situational Awareness or Interdiction
- CBP Tethered Aerostat Radar System (TARS) Radar Operating Hours
- Number of Vessel Manifests Screened by Coastwatch

From the onset of reporting flight hour metrics in the Border Security Metrics Report, AMO’s methodology for reporting mission hours inside/outside the transit zone is as follows:

- Inside Transit Zone – CBP: All mission hours flown by maritime patrol aircraft (B350; DHC-8; P-3) in coordination with Joint Interagency Task Force South (JIATF-S)
- Outside Transit Zone – CBP: All mission hours flown by maritime patrol aircraft (B350; DHC-8; P-3) in coordination with agencies other than JIATF-S

The USCG revised its methodology for reporting mission hours inside/outside the transit zone in 2020.

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<sup>23</sup> National Defense Authorization Act of 2017 § 1092(a)(7).

<sup>24</sup> Executive Order 13781 of March 13, 2017, Comprehensive Plan for Reorganizing the Executive Branch



Mission hours inside the transit zone are defined to include:

- All mission hours for JIATF-S;
- Drug interdiction hours for Pacific Area, Atlantic Area, District 7, District 11, and Sector San Juan; and
- Migrant interdiction hours for Pacific Area, Atlantic Area, District 7, District 8, District 11, Sector Jacksonville, Sector Key West, Sector Miami, Sector San Juan, Sector St. Petersburg, Sector Los Angeles/Long Beach, Sector San Diego, and Sector Corpus Christi.

Mission hours outside the transit zone are defined to include:

- All drug interdiction hours *other than* Pacific Area, Atlantic Area, District 7, District 11, and Sector San Juan; and
- Migrant Interdiction hours *other than* Pacific Area, Atlantic Area, District 7, District 8, District 11, Sector Jacksonville, Sector Key West, Sector Miami, Sector San Juan, Sector St. Petersburg, Sector Los Angeles/Long Beach, Sector San Diego, and Sector Corpus Christi.

### Available Data and Discussion

In comparison to 2020, CBP aircraft hours in 2021 increased by 311 hours (5 percent) inside the transit zone and increased by 737 hours (5 percent) outside the transit zone.

**Table 19a.**  
**CBP Aircraft Flight Hours Inside/Outside Transit Zone, FY 2016 to 2021**

|                            | 2016   | 2017   | 2018   | 2019   | 2019   | 2020   | 2021   |
|----------------------------|--------|--------|--------|--------|--------|--------|--------|
| Inside Transit Zone - CBP  | 6,420  | 6,273  | 6,528  | 6,583  | 6,583  | 6,319  | 6,630  |
| Outside Transit Zone - CBP | 13,188 | 12,422 | 17,576 | 11,711 | 11,711 | 14,080 | 14,817 |

Source: AMO.

The USCG reported nearly 11,000 aircraft flight hours inside the transit zone in 2021 and more than 2,000 aircraft flight hours outside the transit zone. The breakdown of hours flown inside and outside the transit zone cannot be compared to previous years because of the USCG's change to its reporting methodology.

**Table 19b.**  
**USCG Aircraft Flight Hours Inside/Outside Transit Zone, FY 2012 to 2021**

|                             | 2012          | 2013          | 2014          | 2015          | 2016          | 2017          | 2018          | 2019          | 2020          | 2021          |
|-----------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| In Transit Zone             | 15,623        | 14,358        | 14,150        | 15,086        | 13,891        | 12,398        | 11,288        | 10,290        | 10,759        | 10,643        |
| Other                       | 2,591         | 2,135         | 2,754         | 3,719         | 3,409         | 2,117         | 2,322         | 2,658         | 2,341         | 2,241         |
| <b>Total Aircraft Hours</b> | <b>18,214</b> | <b>16,493</b> | <b>16,905</b> | <b>18,805</b> | <b>17,300</b> | <b>14,515</b> | <b>13,609</b> | <b>12,948</b> | <b>13,101</b> | <b>12,885</b> |

Note: In 2021, the USCG changed their methodology for reporting missions inside/outside the transit zone; see accompanying text.

Source: USCG.

The USCG reported 109,000 cutter underway hours inside the transit zone and 5,500 cutter underway hours outside the transit zone in 2021. The breakdown of hours inside and outside the transit zone cannot be compared to earlier years due to the changes in the USCG's reporting methodology.

**Table 20.****USCG Cutter Underway Hours Inside/Outside Transit Zone, FY 2012 to 2021**

| Cutter Hours              | 2012           | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           | 2019           | 2020           | 2021           |
|---------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| In Transit Zone           | 122,513        | 104,095        | 115,287        | 128,208        | 121,456        | 126,306        | 108,173        | 115,826        | 113,025        | 108,506        |
| Other                     | 4,294          | 2,999          | 1,931          | 3,474          | 11,189         | 9,057          | 7,178          | 2,611          | 9,391          | 5,586          |
| <b>Total Cutter Hours</b> | <b>126,807</b> | <b>107,094</b> | <b>117,218</b> | <b>131,681</b> | <b>132,645</b> | <b>135,363</b> | <b>115,350</b> | <b>118,437</b> | <b>122,416</b> | <b>114,092</b> |

Source: USCG.

In 2021, CBP recorded no (zero) boat underway hours within the transit zone, same as the 2020, 2016, and 2018. CBP's boat underway hours outside the transit zone totaled 37,000 hours in 2021, up 4 percent from 2020.

**Table 21a.****CBP Boat Underway Hours Inside/Outside Transit Zone, FY 2016 to 2021**

|                      | 2016   | 2017   | 2018   | 2019   | 2020   | 2021   |
|----------------------|--------|--------|--------|--------|--------|--------|
| Inside Transit Zone  | 0      | 9      | 0      | 28     | 0      | 0      |
| Outside Transit Zone | 40,241 | 34,451 | 36,110 | 33,287 | 35,444 | 36,818 |

Note: CBP maritime hours include AMO underway hours.

Source: AMO.

The USCG reported 11,000 boat underway hours inside the transit zone in 2021 and 900 boat hours outside the transit zone. The breakdown of hours inside and outside the transit zone cannot be compared to earlier years due to the changes in the USCG's reporting methodology.

**Table 21b.****USCG Boat Underway Hours Inside/Outside Transit Zone, FY 2012 to 2021**

| Boat Hours              | 2012          | 2013          | 2014          | 2015          | 2016          | 2017          | 2018          | 2019          | 2020          | 2021          |
|-------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| In Transit Zone         | 10,977        | 16,599        | 11,116        | 12,631        | 11,008        | 9,557         | 8,928         | 11,472        | 10,213        | 10,067        |
| Other                   | 6,014         | 6,617         | 4,551         | 3,520         | 3,137         | 2,949         | 2,884         | 1,549         | 1,503         | 924           |
| <b>Total Boat Hours</b> | <b>16,990</b> | <b>23,216</b> | <b>15,667</b> | <b>16,151</b> | <b>14,144</b> | <b>12,506</b> | <b>11,812</b> | <b>13,021</b> | <b>11,716</b> | <b>10,991</b> |

Source: USCG.

CBP's AMO uses TARS to provide long-range detection of low-altitude aircraft and maritime traffic at the radar's maximum range. The elevated sensor mitigates curvature of the earth and terrain-masking limitations. Following hurricane damage in 2017, TARS hours were lower 2018 to 2019, but began recovering in 2020. In 2021, CBP recorded 5,800 surveillance hours from Cudjoe Key, FL (a rebound to pre-2017 levels) but only 3,000 hours from Lajas, PR (the lowest recorded hours since 2013).

**Table 22.****Total Operational Hours for TARS Radars, FY 2012 to 2021**

|                | 2012  | 2013  | 2014   | 2015  | 2016  | 2017  | 2018  | 2019  | 2020  | 2021  |
|----------------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|
| Cudjoe Key, FL | 5,752 | 6,289 | 6,165  | 6,306 | 4,886 | 5,728 | 2,448 | 3,239 | 6,140 | 5,816 |
| Lajas, PR      | 0     | 0     | 12,301 | 5,049 | 4,559 | 3,922 | 2,105 | 5,449 | 5,251 | 3,016 |

Note: TARS site at Lajas, Puerto Rico crashed in 2011; CBP re-established operations in May 2014.

Source: CBP administrative records.

USCG Coastwatch screened 102,000 vessel manifests for National Security Concerns in 2021, down 1 percent from 2020 and down 13 percent from the 2012 to 2020 average.

**Table 23.**

**Vessel Manifests Screened by Coastwatch for National Security Concerns Prior to Arrival at U.S. POEs, FY 2012 to 2021**

| 2012    | 2013    | 2014    | 2015    | 2016    | 2017    | 2018    | 2019    | 2020    | 2021    |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 118,098 | 126,112 | 124,661 | 122,133 | 117,736 | 115,006 | 117,575 | 114,088 | 102,925 | 102,407 |

Source: USCG.

## § 1092(d)(1)(B) Known maritime migrant flow rate

### **Definition**

*Known maritime migrant flow* – Total maritime migrant flow interdicted, identified directly or indirectly but not interdicted, or otherwise believed to have unlawfully entered the United States

*Known maritime migrant interdiction rate* – Total migrant interdictions in the maritime domain as a share of the known migrant flow.

Known maritime migrant flow is an outcome metric. Known maritime migrant interdiction rate is an output metric.

### **Methodology and Limitations**

Migrant flow data are obtained from the USCG and CBP administrative records. The USCG maintains a robust accounting of USCG, international partner, and domestic partner interdictions and sightings of undocumented maritime migrants. The USCG relies upon its partners to report their interdictions to the USCG for compilation in the database. At times, undocumented maritime migrants are counted by both the USCG and CBP (or other partners) when interdicted as agencies often cooperate during these operations. In certain limited cases, undocumented maritime migrant interdictions by partners are not reported to the USCG, and these cases are not accounted for in the tables below. Additionally, while partners report cases to the USCG when undocumented maritime migrants are apprehended on shore or evidence is found of their arrival on shore, some migrants arrive without being apprehended and leave no evidence. These cases are never reported and are also excluded from the known maritime migrant flow figures below. Total migrant interdiction data (i.e., interdictions by DHS and its international partners) are only available beginning in 2014; as a result, the known migrant interdiction rate is also limited to the years since 2014.

To improve the efficiency, effectiveness, and accountability of DHS aviation and marine programs, the Department will provide de-conflicted data when interdictions involve assets from multiple components in future versions of this report. The Department will also report metrics on coordinated operations. This effort may be coordinated through a working group already convened to validate maritime CBP seizure data.

### **Available Data and Discussion**

The interdiction rate decreased in 2021 compared to 2020, despite the known migrant flow increasing. Interdictions fell from 66 percent in 2020 to 47 percent in 2021, the lowest rate since data were available, and 29 percent below the next lowest rate during the 2014 to 2020 period. At the same time, the known flow in 2021 increased by 6,800 migrants (92 percent) compared to 2020.

**Table 24.****Migrant Interdictions in the Maritime Domain by DHS Component, Known Maritime Migrant Flow, and Known Maritime Migrant Interdiction Rate, FY 2011 to 2021**

| Fiscal Year | USCG  | CBP   | DHS and Partners | Known Migrant Flow | Interdiction Rate |
|-------------|-------|-------|------------------|--------------------|-------------------|
| 2011        | 2,458 | NA    | NA               | 4,566              | NA                |
| 2012        | 2,732 | NA    | NA               | 5,298              | NA                |
| 2013        | 2,093 | NA    | NA               | 7,631              | NA                |
| 2014        | 3,587 | NA    | 7,752            | 10,631             | 72.9%             |
| 2015        | 3,825 | NA    | 6,028            | 8,057              | 74.8%             |
| 2016        | 6,326 | 2,683 | 8,167            | 10,319             | 79.3%             |
| 2017        | 2,512 | 1,229 | 3,952            | 4,760              | 83.0%             |
| 2018        | 1,671 | 1,224 | 3,603            | 5,007              | 72.0%             |
| 2019        | 2,369 | 1,518 | 6,634            | 7,082              | 86.1%             |
| 2020        | 1,958 | 2,162 | 4,947            | 7,450              | 66.4%             |
| 2021        | 3,531 | 2,741 | 6,734            | 14,291             | 47.1%             |

Note: Some interdictions may be counted by both the USCG and CBP as some migrant interdictions involve assets from both agencies. Interdictions by DHS and partners include international partners. Data pulls are from the USCG Maritime Law Enforcement's (CG-MLE) Migrant Data, but data from 2010–2016 cannot be replicated.

NA – no data available.

Source: USCG and CBP.

## § 1092(d)(1)(C) Illicit drugs removal rate

### Definition

*Illicit drugs removal rate* – The ratio of illicit drugs removed by DHS maritime security in 1 year, including drugs abandoned at sea, relative to the average amount removed or abandoned in the immediately preceding 5 years.

The illicit drug removal rate is an output metric which compares trends in activity data over time.

### Methodology and Limitations

Drug removals are obtained from USCG administrative records; these data are considered reliable.

Pursuant to the definition of the illicit drug removal rate directed by NDAA § 1092(d)(1)(C), the illicit drug removal rate describes recent trends in drugs removed or abandoned at sea (i.e., current year compared to previous 5 years); the metric does not describe the rate at which illicit drugs are removed.

Non-commercial maritime drug removals include those seized by the USCG, CBP, other law enforcement agencies, and international partners as well as those disrupted or abandoned by drug trafficking organizations. At present, only USCG data are reported, but the Department has convened a work group to validate maritime CBP seizure data, which will be included in future versions of this report.

### Available Data and Discussion

The illicit drug removal rate varies significantly by year and drug type. After four straight years of decreasing seizure totals, marijuana removals rose in 2019, reaching the highest rate in 2021 since 2015. Methamphetamine seizures fell to 172.7 kilograms in 2021, a 68 percent decrease from a record 532 kilograms in 2020. The USCG removed 0.1 kilograms of heroin in 2021, down 97 percent from 2020 and down 99 percent from the 2011 to 2020 average.

**Table 25.**

**Ratio of Drugs Removed or Abandoned at Sea Relative to Previous Five Fiscal Years (Illicit Drug Removal Rate), FY 2011 to 2021**

| Drug Type       | Rate/Amt  | 2011   | 2012   | 2013   | 2014   | 2015   | 2016   | 2017   | 2018   | 2019   | 2020   | 2021   |
|-----------------|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Marijuana       | Rate      | 127%   | 337%   | 137%   | 154%   | 100%   | 61%    | 32%    | 36%    | 108%   | 142%   | 149%   |
|                 | Kg seized | 17,799 | 56,511 | 36,745 | 49,231 | 35,499 | 23,865 | 12,743 | 11,434 | 28,704 | 31,920 | 32,383 |
| Methamphetamine | Rate      | 0%     | 0%     | 0%     | 100%   | 75%    | 8,110% | 291%   | 0%     | 300%   | 371%   | 69%    |
|                 | Kg seized | 0      | 0      | 0      | 14.6   | 2.2    | 272.5  | 168.5  | 0.04   | 274.4  | 531.9  | 172.7  |
| Heroin          | Rate      | 72%    | 381%   | 157%   | 0%     | 578%   | 225%   | 351%   | 209%   | 14%    | 13%    | 0%     |
|                 | Kg seized | 1.8    | 10.9   | 7.9    | 0      | 23.8   | 20.0   | 44.0   | 40.0   | 3.6    | 3.3    | 0.1    |

Notes: Data only includes removals by the USCG. OIS defines the methamphetamine illicit drug removal rate for 2014 to be 100 percent on the basis of average seizures equaling zero for the previous 5 years.

Source: OIS analysis of USCG data.

**§ 1092(d)(1)(D) Cocaine removal effectiveness rate**

**Definition**

*Cocaine removal effectiveness rate* – The amount of cocaine removed by DHS inside and outside the maritime transit zone compared to total estimated flow of cocaine through the maritime domain.

Cocaine removals is an output metric. Removals may also be used as a proxy indicator of total attempts to import cocaine, an outcome metric. Cocaine removal effectiveness rate (i.e., cocaine seized as compared to the total estimated cocaine flow) is an output metric.

**Methodology and Limitations**

Drug removal data obtained from the JIATF-S and USCG administrative records through the Consolidated Counter Drug Database (CCDB) are considered reliable. Flow quantities provided by the DIA are considered the best estimates available based on intelligence reporting and case data.<sup>25</sup> Additionally, while other government estimates for production in major cocaine-producing countries in South America and consumption of cocaine within the United States do not align with the estimated non-commercial maritime flow figures inside the transit zone derived from the CCDB, this metric was derived based upon the non-commercial maritime flow estimates.

For the purposes of this metric, based upon where the data were gathered, the transit zone is defined by the JIATF-S area of responsibility. Non-commercial maritime drug removals include those seized by the USCG and other law enforcement agencies, and international partners, as well as those disrupted by anti-drug trafficking operations. The cocaine removal rate is based on estimates of non-commercial maritime cocaine flow from the CCDB. Outside the transit zone data are not considered as robust about intelligence on flow. As a result, the interdiction rate for cocaine outside the transit zone is not considered reliable.

The Department has convened a work group to validate maritime CBP seizure data, which will be included in future versions of this report.

<sup>25</sup> Previous versions of this report included estimates of total cocaine flow provided by ONDCP.

## Available Data and Discussion

Table 26 summarizes available data on cocaine removed by DHS for 2012 to 2021.

**Table 26.**  
**Cocaine Removed by DHS Relative to the Total Estimated Flow in the Maritime Transit Zone, FY 2012 to 2021**

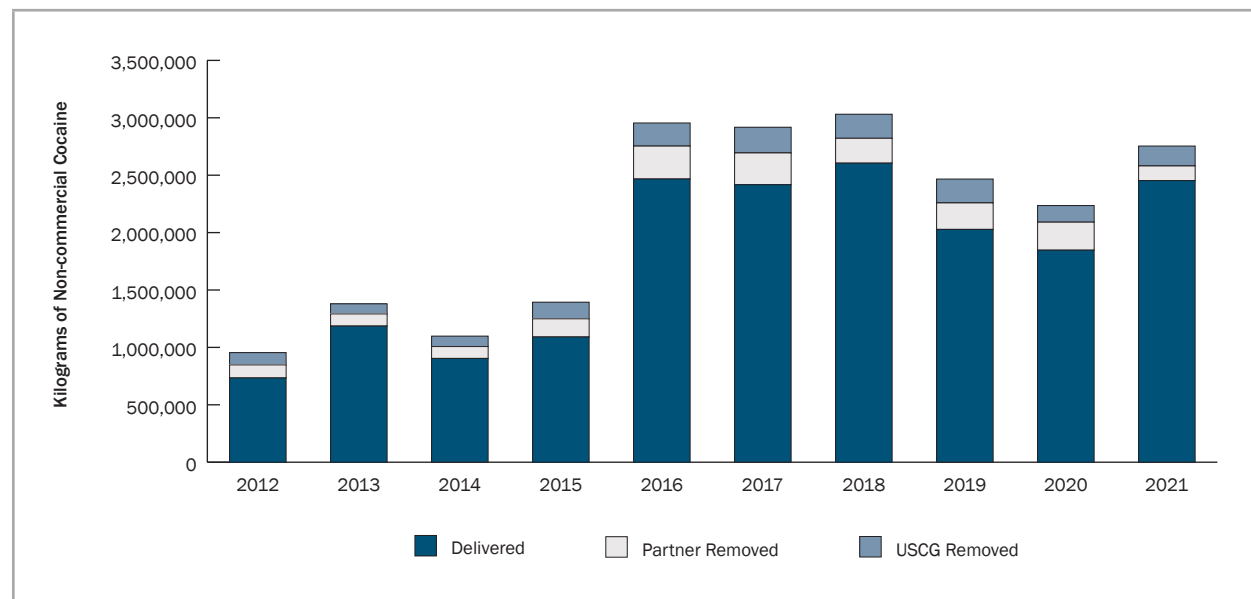
| Location             | Rate/Amt       | 2012    | 2013      | 2014      | 2015      | 2016      | 2017      | 2018      | 2019      | 2020      | 2021      |
|----------------------|----------------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Inside Transit Zone  | Rate           | 16%     | 9%        | 14%       | 15%       | 9%        | 10%       | 8%        | 13%       | 11%       | 11%       |
|                      | Kg removed     | 143,800 | 118,000   | 146,500   | 199,300   | 254,800   | 28,300    | 257,500   | 281,800   | 213,800   | 301,000   |
|                      | Estimated Flow | 893,600 | 1,334,500 | 1,081,900 | 1,358,700 | 2,940,700 | 2,882,100 | 3,036,100 | 2,238,600 | 1,959,300 | 2,716,300 |
| Outside Transit Zone | Rate           | 49%     | 19%       | 50%       | 73%       | 28%       | NA        | NA        | NA        | NA        | NA        |
|                      | Kg removed     | 21,300  | 15,100    | 13,200    | 39,000    | 17,700    | NA        | NA        | NA        | NA        | NA        |
|                      | Estimated Flow | 43,800  | 81,500    | 26,200    | 53,200    | 62,300    | NA        | NA        | NA        | NA        | NA        |

Notes: Derived from CCDB. Estimated flow (primary cocaine movement) in the transit zone is measured in kilograms, and includes commercial and non-commercial air, land, and maritime (all certainties). Data are limited to USCG and USG removals and data are not available (NA) for removals or estimate flow outside the transit zone after 2016. Data in prior years updated in 2020 due to maturing data. In 2020, CG-MLE developed a set of business rules to ensure the numbers remain standard across the board over time from 2020 onwards. Source: The Interdiction Committee (TIC) via CCDB.

The breakdown of cocaine removal inside and outside the transit zone cannot be compared to earlier years due to the changes in the USCG's reporting methodology; see notes under Table 26 and Figure 5.

Documented non-commercial maritime cocaine flow in the transit zone increased significantly in 2016 to over 2.9 million kilograms, more than double the 1.4 million kilograms in 2015. Peace talks between the Government of Colombia and various insurgent groups in 2016 resulted in reductions or cessations of coca eradication efforts in Colombia. The reduced eradication efforts enabled a surge in cocaine production and subsequent maritime flow throughout the transit zone. Documented cocaine flow remained at heightened levels through 2021.

**Figure 5.**  
**Flow and Removal of Cocaine in the Maritime Transit Zone, FY 2012 to 2021**



Notes: Partner nation cocaine removals are partner-nation-only seizures and losses in the transit zone (primary and subsequent movement). Data in prior years updated in 2020 due to maturing data. In 2020, CG-MLE developed a set of business rules to ensure the numbers remain standard across the board over time from 2020 onwards. Source: TIC via CCDB.

## § 1092(d)(1)(E) DHS maritime threat response rate

### Definition

DHS maritime threat response rate – The ability of DHS maritime security components to respond to and resolve known maritime threats, whether inside or outside a transit zone, by placing assets on-scene, relative to the total number of known threats.

### Methodology and Limitations

This rate is a newly added metric in this year’s report. The number of threats for migrant flow and counterdrug data are obtained from USCG administrative records. The USCG maintains accounting of USCG and reported international and domestic partner interdictions as well as sightings of undocumented maritime migrants. The USCG relies upon its partners to report their interdictions to the USCG for compilation in the administrative database. In certain cases, undocumented maritime migrant interdictions or counterdrug efforts by partners are not reported to the USCG and are not accounted for in the tables below. For reporting purposes, a migrant “interdiction” occurs at sea and “apprehended” threat occurs on shore. Interdictions are only counted and defined as a USCG or partner intercepting a threat. Each threat, whether interdicted or not, is defined as an event. Total interdiction threat data (i.e., interdictions by the USCG and its international partners) are only available beginning in 2020 due a change in reporting and documentation.

The below data only includes USCG data and does not include “outside” the transit zone data.

Missions inside the transit zone are defined to include:

- All missions for JIATF-S;
- Drug interdictions for Pacific Area, Atlantic Area, District 7, District 11, and Sector San Juan; and
- Migrant interdictions for Pacific Area, Atlantic Area, District 7, District 8, District 11, Sector Jacksonville, Sector Key West, Sector Miami, Sector San Juan, Sector St. Petersburg, Sector Los Angeles/Long Beach, Sector San Diego, and Sector Corpus Christi.

### Available Data and Discussion

The number of known threats in the transit zone increased by 46 percent in 2021. In response, the USCG interdicted 22 percent more threats than the previous year. Response rates are perceived to be low due to the high and increasing number of known threats. Known threats are assumed to be targeting the United States. For reporting purposes, Migrant Interdiction Operations (MIO) and Counterdrug (CD) threats are considered events.

$$\text{USCG Response Rate} = \frac{\text{Sum of USCG Events}}{\text{Sum of Total Events (MIO + CD)}}$$

**Table 27.**

**Migrant Interdiction Operations, Counterdrug Threats, and Response Rate Inside Transit Zone, FY 2020 to 2021**

| Fiscal Year | USCG MIO Events | USCG CD Events | SUM USCG Events | Total MIO Events | Total CD Events | Sum Total Events | Response Rate |
|-------------|-----------------|----------------|-----------------|------------------|-----------------|------------------|---------------|
| 2020        | 181             | 205            | 386             | 523              | 2,430           | 2,953            | 13.1%         |
| 2021        | 212             | 258            | 470             | 756              | 3,549           | 4,305            | 10.9%         |

Note: In 2021, the USCG changed their methodology for reporting missions inside/outside the transit zone; see accompanying text. “Events” are threats and interdictions known to CG-MLE. The “Sum Total Events” is the aggregate of interdictions and known threats.

Source: USCG.

For MIO, only interdictions are counted. Apprehensions are connected to land and not accounted for in interdiction rates. The data is maintained in the CG-MLE MIO data spreadsheet, which is validated with USCG Districts 7 and 11.

For CD, only interdictions that result in a drug removal are counted. Sources are the JIATF-S annual update brief and the validated CG-MLE drug data spreadsheet from the CCDB.

## **§ 1092(d)(1)(F) Intergovernmental maritime threat response rate**

### **Definition**

*Intergovernmental maritime threat response rate* – The ability of DHS maritime security components or other U.S. Government entities to respond to and resolve known maritime threats, whether inside or outside a transit zone, relative to the total number of known threats.

### **Methodology and Limitations**

This rate is also a new metric for this year’s report. The number of threats for migrant flow and counterdrug data are obtained from USCG administrative records. The USCG maintains accounting of USCG interdictions and reported international and domestic partner interdictions as well as sightings of undocumented maritime migrants. The USCG relies upon its partners to report their interdictions to the USCG for compilation in the administrative database. In certain cases, undocumented maritime migrant interdictions or counterdrug efforts by partners are not reported to the USCG and are not accounted for in the tables below. For reporting purposes, a migrant “interdiction” occurs at sea and “apprehended” threat occurs on shore. Interdictions are only counted and defined as a USCG or partner agency intercepting a threat. Each threat whether interdicted or not is defined as an event. Total interdiction threat data (i.e., interdictions by USCG and its international partners) are only available beginning in 2020 due a change in reporting and documentation.

The below data only includes USCG data “inside” the transit zone only. The U.S. Government data includes limited data self-reported to the USCG by CBP, USBP, and JIATF-S and is not inclusive of all intergovernmental maritime threats or responses.

Missions inside the transit zone are defined to include:

- All missions for JIATF-S;
- Drug interdictions for Pacific Area, Atlantic Area, District 7, District 11, and Sector San Juan; and
- Migrant interdictions for Pacific Area, Atlantic Area, District 7, District 8, District 11, Sector Jacksonville, Sector Key West, Sector Miami, Sector San Juan, Sector St. Petersburg, Sector Los Angeles/Long Beach, Sector San Diego, and Sector Corpus Christi.



## Available Data and Discussion

The number of known threats in the transit zone increased by 46 percent in 2021. In response, the USCG interdicted 22 percent more than the previous year. Response rates are perceived to be low due to the high and increasing number of known threats. Known threats are assumed to be targeting the United States. For reporting purposes, MIO and CD threats are considered events.

$$\text{Total MIO Events} = \text{Coast Guard MIO Events} + \text{USG MIO Events}$$

$$\text{Total CD Events} = \text{Coast Guard CD Events} + \text{USG CD Events}$$

$$\text{Intergovernmental Response Rate} = \frac{\text{Total of MIO Events} + \text{Total CD Events}}{\text{Sum Total Events}}$$

**Table 28.**

### Migrant Interdiction Operations, Counter Drug threats, and Intergovernmental Response Rate Inside Transit Zone, FY 2020 to 2021

| Fiscal Year | USCG MIO Events | USCG CD Events | SUM USCG Events | USG MIO Events | USG CD Events | Sum USG Events | Total MIO Events | Total CD Events | Sum Total Events | US Gov't Response Rate |
|-------------|-----------------|----------------|-----------------|----------------|---------------|----------------|------------------|-----------------|------------------|------------------------|
| 2020        | 181             | 205            | 386             | 199            | 267           | 466            | 523              | 2,430           | 2,953            | 28.9%                  |
| 2021        | 212             | 258            | 470             | 367            | 356           | 723            | 756              | 3,549           | 4,305            | 16.8%                  |

Notes: In 2021, the USCG changed their methodology for reporting missions inside/outside the transit zone; see accompanying text. "Events" are threats and interdictions known to CG-MLE. The "Sum Total Events" is the aggregate of interdictions and known threats.  
Source: USCG.

For MIO, only interdictions are counted. Apprehensions are connected to land and not accounted for in interdiction rates. The data is maintained in the CG-MLE MIO data spreadsheet, which is validated with USCG Districts 7 and 11.

For CD, only interdictions that result in a drug removal are counted. Sources are the JIATF-S annual update brief and validated CG-MLE drug data spreadsheet from the CCDB.

## § 1092(e) AIR AND MARINE SECURITY METRICS IN THE LAND DOMAIN

### § 1092(e)(1)(A) Flight hour effectiveness rate

#### Definition

Flight hour effectiveness rate in the land domain – Number of flight hours flown by CBP AMO in the land domain as a percentage of AMO's unconstrained flight hour requirements.

Flight hour effectiveness rate is an output metric.

#### Methodology and Limitations

The flight hour effectiveness rate is determined by dividing the total hours flown by the number of flight hour requirements determined during the annual collection process. The flight hour requirements for the subsequent year are collected by AMO operating locations based on unconstrained requirements collected from USBP, ICE, and other partner agencies, as well as internal AMO requirements.

The AMO unconstrained flight hour requirement is not a validated DHS metric.

### Available Data and Discussion

AMO flew 78,000 hours in the land domain in 2021, an increase of 800 hours from the 2016 to 2020 average. The flight hour effectiveness rate (27 percent) increased one percentage point in 2021 from the previous year.

**Table 29.**  
**Flight Hour Effectiveness Rate, FY 2016 to 2021**

|                                              | 2016    | 2017    | 2018    | 2019    | 2020    | 2021    |
|----------------------------------------------|---------|---------|---------|---------|---------|---------|
| Unconstrained Flight Hour Requirement        | 295,225 | 242,185 | 284,644 | 284,644 | 284,644 | 284,644 |
| Hours Flown                                  | 79,872  | 78,066  | 78,226  | 74,552  | 73,879  | 77,754  |
| Unconstrained Flight Hour Effectiveness Rate | 27%     | 32%     | 27%     | 26%     | 26%     | 27%     |

Source: AMO.

### § 1092(e)(1)(B) Funded flight hour effectiveness rate

#### Definition

Funded flight hour effectiveness rate – Number of flight hours flown by AMO as a percentage of the number of flight hours funded by Congress.

Funded flight hour effectiveness rate is an output metric.

#### Methodology and Limitations

Flight hour data are obtained from AMO administrative records. The funded flight hour effectiveness rate is determined by dividing the total hours flown by the number of flight hours funded by Congress.

### Available Data and Discussion

AMO's funded flight hour effectiveness rate was slightly over 100 percent for each year 2016 to 2021.

**Table 30.**  
**Funded Flight Hour Effectiveness Rate, FY 2016 to 2021**

|                    | 2016   | 2017   | 2018   | 2019   | 2020   | 2021   |
|--------------------|--------|--------|--------|--------|--------|--------|
| Hours flown        | 79,872 | 78,066 | 78,226 | 74,552 | 73,879 | 77,754 |
| Hours funded       | 79,774 | 77,769 | 77,111 | 74,174 | 73,697 | 77,019 |
| Effectiveness rate | 100%   | 100%   | 101%   | 101%   | 100%   | 101%   |

Source: AMO.

### § 1092(e)(1)(C) AMO readiness rate

#### Definition

AMO readiness rate – The percentage of mission requests that AMO was able to fulfill, excluding those requests that could not be fulfilled for reasons beyond AMO's control.

AMO readiness rate is an output metric.

## Methodology and Limitations

Mission data are obtained from AMO administrative records. The rate is determined by dividing the missions flown by the total number of mission requests minus missions cancelled for weather-related reasons and other factors beyond AMO control.

AMO's readiness rate was 90 percent in 2021, with 4,000 out of 37,000 in-scope missions cancelled due to causes within AMO control. The readiness rate was at its highest level in 2021 since 2016, the first year for which data were available.

**Table 31.**

**AMO Missions Cancelled and Readiness Rate, FY 2016 to 2021**

|                                                       | 2016   | 2017   | 2018   | 2019   | 2020   | 2021   |
|-------------------------------------------------------|--------|--------|--------|--------|--------|--------|
| Total missions requested by partner agencies          | 42,761 | 41,944 | 45,684 | 42,933 | 46,233 | 44,721 |
| Missions not cancelled for reasons beyond AMO control | 38,081 | 37,626 | 41,701 | 36,632 | 37,688 | 37,369 |
| Missions cancelled within AMO control                 | 6,716  | 7,308  | 7,029  | 6,301  | 4,465  | 4,013  |
| Missions cancelled – asset availability               | 4,978  | 4,496  | 3,757  | 2,942  | 2,464  | 2,003  |
| Missions cancelled – crew availability                | 1,738  | 2,812  | 3,272  | 3,359  | 2,001  | 2,010  |
| Readiness rate due to causes within AMO control       | 82%    | 81%    | 83%    | 83%    | 89%    | 90%    |

Source: AMO.

## § 1092(e)(1)(D) AMO weather-related cancellation rate

### Definition

AMO weather-related cancellation rate – The number of missions cancelled by AMO due to weather as a percentage of total planned AMO missions.

AMO weather-related cancellation rate is an output metric.

### Methodology and Limitations

Mission data are obtained from AMO administrative records. The weather-related cancellation rate is calculated by dividing the number of missions cancelled due to weather by the total number of missions requested by AMO's partner agencies.

### Available Data and Discussion

AMO was forced to cancel 2,800 missions in 2021 due to weather out of 45,000 total missions requested by partner agencies. This resulted in a weather-related cancellation rate of 6 percent, equal to the 2018 and 2020 rate.

**Table 32:**

**AMO Weather-Related Cancellation Rate, FY 2016 to 2021**

|                                              | 2016   | 2017   | 2018   | 2019   | 2020   | 2021   |
|----------------------------------------------|--------|--------|--------|--------|--------|--------|
| Total missions requested by partner agencies | 42,761 | 41,944 | 45,684 | 42,933 | 46,233 | 44,721 |
| Missions cancelled – weather                 | 3,083  | 3,122  | 2,930  | 2,892  | 2,960  | 2,799  |
| Cancellation rate due to weather             | 7%     | 7%     | 6%     | 7%     | 6%     | 6%     |

Source: AMO.

## § 1092(e)(1)(E) AMO individuals detected

### Definition

AMO individuals detected – Number of individuals detected by AMO with unmanned aerial systems and manned aircraft.

AMO individuals detected is an output metric.

### Methodology and Limitations

Data are obtained from AMO administrative records. The Department's currently available data on detections by unmanned aircraft are limited to the number of Vehicle and Dismount Exploitation Radar (VaDER) detections, and current data on detections from manned aircraft are limited to detections leading to apprehensions and arrests.

These data exclude certain detections because AMO does not presently track data from all sensors on unmanned and manned aircraft. For this reason, the Department considers the current AMO individuals detected metric to be a work in progress and expects to provide more comprehensive data on AMO detections as part of subsequent reports.

### Available Data and Discussion

AMO detected 107,000 individuals via manned aircraft and 73,000 individuals via unmanned aircraft in 2021. Total detections in 2021 were up 210 percent compared to 2020 and up 204 percent compared to the 2016 to 2020 average.

**Table 33.**

**Individuals Detected by AMO by Aircraft Type, FY 2016 to 2021**

|          | 2016   | 2017   | 2018   | 2019   | 2020   | 2021    |
|----------|--------|--------|--------|--------|--------|---------|
| Manned   | 54,879 | 35,374 | 41,061 | 51,219 | 40,520 | 106,460 |
| Unmanned | 7,908  | 10,711 | 18,081 | 18,169 | 17,351 | 72,836  |
| Total    | 62,787 | 46,085 | 59,142 | 69,388 | 57,871 | 179,296 |

Source: AMO.

## § 1092(e)(1)(F) AMO apprehensions assisted

### Definition

AMO apprehensions assisted – USBP apprehensions assisted by AMO using unmanned aerial systems and manned aircraft.

AMO apprehensions assisted is an output metric.

### Methodology and Limitations

Data are obtained from AMO administrative records. The metric consists of AMO enforcement flight hours and arrests that are attributed to manned and unmanned aircraft operations. These data are based on Aircraft Enforcement Hours (non-maritime), therefore excluding DHC-8, P-3, and Maritime Enforcement Aircraft (MEA) operations occurring in the maritime domain.

### Available Data and Discussion

In 2021, AMO flew 57,000 manned enforcement flight hours that assisted in the apprehension of 106,000 individuals, and 8,800 unmanned enforcement flight hours that assisted in the apprehension of 13,000 individuals. The number of manned flight hours in 2021 decreased by 6 percent and unmanned flight hours in 2021 increased by 14 percent from 2020. The number of apprehensions were up in both cases (166 percent from manned flight hours and 140 percent from unmanned flight hours) compared to 2020.

**Table 34.****AMO Enforcement Flight Hours and Apprehensions Assisted by Aircraft Type, FY 2017 to 2021**

| Description | 2017                     |               | 2018                     |             | 2019                     |             |
|-------------|--------------------------|---------------|--------------------------|-------------|--------------------------|-------------|
|             | Enforcement Flight Hours | Apprehensions | Enforcement Flight Hours | Drug Events | Enforcement Flight Hours | Drug Events |
| Manned      | 55,572                   | 32,872        | 55,541                   | 39,548      | 53,591                   | 44,022      |
| Unmanned    | 6,771                    | 2,362         | 6,852                    | 6,314       | 7,178                    | 6,030       |
| Total       | 62,343                   | 35,234        | 62,393                   | 45,862      | 60,769                   | 50,052      |

**Table 34 (Continued)**

| Description | 2020                     |               | 2021                     |               |
|-------------|--------------------------|---------------|--------------------------|---------------|
|             | Enforcement Flight Hours | Apprehensions | Enforcement Flight Hours | Apprehensions |
| Manned      | 60,762                   | 39,737        | 56,966                   | 105,636       |
| Unmanned    | 7,725                    | 5,363         | 8,785                    | 12,872        |
| Total       | 68,487                   | 45,100        | 65,751                   | 118,508       |

Source: AMO.

**§ 1092(e)(1)(G) Illicit drug seizures assisted by AMO****Definition**

Illicit drug seizures assisted by AMO – The number and quantity of illicit drug seizures assisted by AMO using unmanned aerial systems and manned aircraft.

Illicit drug seizures assisted is an output metric.

**Methodology and Limitations**

Drug seizure data are obtained from AMO administrative records. The metric consists of the total number of events and quantity in pounds of drug seizures using manned and unmanned systems. A “drug event” is defined as a single law enforcement action resulting in a drug seizure(s). These data are based on non-maritime enforcement flight hours and therefore exclude DHC-8, P-3, and MEA operations occurring in the maritime domain.

**Available Data and Discussion**

AMO flew 57,000 manned enforcement flight hours and 8,800 unmanned hours in 2021. Despite the decrease in manned flight hours, the number of drug events only decreased by 2 events, although the kilograms of drug seizures decreased by 8 percent compared to 2020. Unmanned flight hours increased by 14 percent in 2021 compared to 2020, but the number of drug events decreased by 35 percent while the kilograms of drugs seized increased by 26 percent.

**Table 35.**

**AMO Enforcement Flight Hours, Illicit Drug Events, and Drug Seizures by Aircraft Type, FY 2017 to 2021**

| Description | 2017                     |             |                    | 2018                     |             |                    | 2019                     |             |                    |
|-------------|--------------------------|-------------|--------------------|--------------------------|-------------|--------------------|--------------------------|-------------|--------------------|
|             | Enforcement Flight Hours | Drug Events | Drug Seizures (kg) | Enforcement Flight Hours | Drug Events | Drug Seizures (kg) | Enforcement Flight Hours | Drug Events | Drug Seizures (kg) |
| Manned      | 55,572                   | 1,649       | 143,737            | 55,541                   | 1,612       | 204,645            | 53,591                   | 723         | 100,879            |
| Unmanned    | 6,771                    | 108         | 18,874             | 6,852                    | 85          | 16,375             | 7,178                    | 26          | 1,978              |
| Total       | 62,343                   | 1,757       | 162,611            | 62,393                   | 1,697       | 221,021            | 60,769                   | 748         | 102,857            |

**Table 35 (Continued)**

| Description | 2020                     |             |                    | 2021                     |             |                    |
|-------------|--------------------------|-------------|--------------------|--------------------------|-------------|--------------------|
|             | Enforcement Flight Hours | Drug Events | Drug Seizures (kg) | Enforcement Flight Hours | Drug Events | Drug Seizures (kg) |
| Manned      | 60,762                   | 675         | 122,342            | 56,966                   | 673         | 112,758            |
| Unmanned    | 7,725                    | 23          | 6,981              | 8,785                    | 15          | 8,766              |
| Total       | 68,487                   | 698         | 129,323            | 65,751                   | 688         | 121,524            |

Notes: Data from 2020 has been corrected as of 2021. Data are limited to non-maritime enforcement flight hours.  
Source: AMO.

**§ 1092(e)(1)(H) AMO actionable intelligence**

**Definition**

AMO actionable intelligence – The number of times that actionable intelligence related to border security was obtained using unmanned aerial systems and manned aircraft.

AMO is currently working with our partners in CBP’s Office of Intelligence (OI) to develop a data visualization of historic VaDER detections collected from AMO’s use of unmanned aerial systems on the Southwest Border. This will assist in identifying trends and opportunities for this detection data to be used as actionable intelligence for future operations. This visualization product was originally expected to be deployed in 2022 but was delayed for higher priority efforts. The current implementation date is July 2023, at which point, AMO and OI will use the product to determine its efficacy in producing actionable intelligence.

**§ 1092(g)(3)(D) Other appropriate information**

Pursuant to NDAA § 1092(g)(3)(D), this section provides three additional metrics of border security between POEs: 1) selected characteristics of USBP apprehensions; 2) the estimated at-the-border deterrence rate; and 3) estimated border crossing costs.

**Selected Characteristics of Recent USBP Apprehensions**

**Definition**

Historically, most individuals apprehended between POEs along the Southwest Border have been Mexican adults, and very few of them have sought asylum or other forms of humanitarian relief from removal. In recent years, the profile of USBP apprehensions has changed in important ways, as growing shares of individuals apprehended are: 1) from countries other than Mexico (including the Northern Central American countries of El Salvador, Guatemala, and Honduras and an increasing number from other countries in the Western Hemisphere), 2) UCs or children and adults traveling together as

FMs, and/or 3) seeking asylum or other forms of protection from removal by claiming fear of removal to their countries of citizenship.

These shifting characteristics have an important impact on border security and USBP border enforcement because existing enforcement policies were largely designed with the more traditional noncitizen profile in mind. For example, many consequences under CBP's Consequence Delivery Program such as the Mexican Interior Repatriation Program are only applicable to Mexican nationals. And UCs, FMs, and noncitizens who express a fear of being returned to their home countries and have been considered "not impactable" by traditional USBP enforcement efforts because upon apprehension they have typically been released into the United States with a NTA in immigration court on a future date if not otherwise subject to the Title 42 public health Order and subsequently expelled. More generally, the drivers of migration from countries other than Mexico and for noncitizens who may seek humanitarian relief or protection from removal may be different from those that motivated earlier generations of unlawful border crossers, potentially causing U.S. policymakers to rethink their policy response.

To monitor these changing dynamics, the Department tracks two main sets of characteristics:

- *Apprehensions by citizenship* – The share of noncitizens apprehended by USBP from Mexico, El Salvador, Guatemala, Honduras, and all other countries.
- *Apprehensions by "non-impactable noncitizens"* – The share of noncitizens who are UCs, FMs, express a fear of being returned to their home countries (asylum seekers), or are Cubans arriving by land prior to January 2017 under the prior "wet foot/dry foot" policy. These groups of noncitizens are considered non-impactable for purposes of the Department's model-based estimate of unlawful entries because they have generally been exempted from many of the policy responses CBP undertakes at the border to prevent unlawful entries and deter repeat migration attempts, including most administrative forms of removal.<sup>26</sup> (See Appendix A.)

Apprehensions is an output metric.

### **Methodology and Limitations**

Apprehensions are recorded in administrative record systems with a unique identifier created for each apprehension. Apprehensions by citizenship, UC status, and FM status are generally considered reliable, though agents may not always be able to accurately identify UCs or FMs.

### **Available Data and Discussion**

In recent years, the demographics of apprehensions have started to shift from consisting overwhelmingly of Mexican nationals to a growing share of border crossers from other areas, namely Northern Central American countries. As recently as 2009, Mexicans accounted for 92 percent of Southwest Border apprehensions. Their share fell below 50 percent for the first time ever in 2014, remained below 50 percent in each of the 4 years 2016 to 2019, and fell to an all-time low of 8 percent in 2021. Mexican nationals decreased 54 percent in 2021 compared to 2020, while total apprehensions increased by 204 percent compared to 2020. Salvadoran, Guatemalan, and Honduran nationals all increased in 2021 by greater than 200 percent compared to 2020 (272, 228, and 512 percent, respectively). The greatest increase occurred among apprehensions from all other countries, which saw an increase in 2021 of 710 percent compared to 2020 and rose to 46 percent of all apprehension from 17 percent in 2020 and 9 percent in 2019.

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<sup>26</sup> The Trump Administration took a number of steps broadly designed to deter the three main groups of "non-impactable" noncitizens, including by imposing limits on when and where noncitizens arriving at the Southwest Border may apply for asylum, expanding family detention, adopting "zero tolerance" policies to increase border prosecutions (at one point resulting in a large number of family separations), imposing limits on UCs' ability to be reunified with family members in the United States, and requiring certain noncitizens to remain in Mexico during the pendency of their asylum proceedings. Despite these policies, OIS has found that majorities of asylum seekers, FMs, and UCs apprehended at the Southwest Border in 2017 to 2019 remained in the United States in unresolved status as of March 31, 2020. See Marc Rosenblum and Hongwei Zhang, "FY 2020 Enforcement Lifecycle Report," DHS, December 2020.

**Table 36.****USBP Southwest Border Apprehensions by Citizenship, FY 2011 to 2021**

|              | 2011           | 2012           | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           | 2019           | 2020           | 2021           |
|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Mexico       | 280,580        | 262,341        | 265,409        | 226,771        | 186,017        | 190,760        | 127,938        | 152,257        | 166,458        | 102,337        | 46,708         |
| El Salvador  | 10,368         | 21,903         | 36,957         | 66,419         | 43,392         | 71,848         | 49,760         | 31,369         | 89,811         | 10,609         | 39,457         |
| Guatemala    | 17,582         | 34,453         | 54,143         | 80,473         | 56,691         | 74,601         | 65,871         | 115,722        | 264,168        | 32,296         | 105,878        |
| Honduras     | 11,270         | 30,349         | 46,448         | 90,968         | 33,445         | 52,952         | 47,260         | 76,513         | 253,795        | 23,200         | 142,005        |
| All Other    | 7,777          | 7,827          | 11,440         | 14,740         | 11,788         | 18,709         | 13,087         | 20,718         | 77,276         | 35,166         | 284,938        |
| <b>Total</b> | <b>327,577</b> | <b>356,873</b> | <b>414,397</b> | <b>479,371</b> | <b>331,333</b> | <b>408,870</b> | <b>303,916</b> | <b>396,579</b> | <b>851,508</b> | <b>203,608</b> | <b>618,986</b> |

Source: OIS Statistical Immigration Data.

Along with the shift from Mexico to Northern Central American countries, the other noteworthy trend in Southwest Border apprehensions in recent years has been the rising share of noncitizens with potential humanitarian claims who are therefore considered non-impactable by traditional border enforcement policies. Although 2020 interrupted this trend both in terms of count and share of total apprehensions, 2021 saw a return to previous norms and in some cases exceeded them.

Although the proportion of Mexican noncitizens apprehended by USBP and made fear claims (i.e., initiating the credible fear process) decreased more than half from 2020 to 2021, the total number of fear claimants increased threefold over the same period.

These significant changes to recent trends were due to a variety of factors, notably new policies such as Title 42, Migrant Protection Protocols, and COVID-19 border restrictions, each of which limited entry into the United States. In addition, 2020 was a year with record low numbers of non-impactable apprehensions, so comparison with 2021 (a year with record high numbers in several categories of non-impactable apprehensions) is particularly stark.

**Table 37.****USBP Southwest Border Apprehensions by Non-Impactable Status, FY 2013 to 2021**

|                            | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           | 2019             | 2020           | 2021           |
|----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|----------------|----------------|
| Non-Impactables            | 68,941         | 162,367        | 97,977         | 168,749        | 138,833        | 189,972        | 603,341          | 80,791         | 661,266        |
| Fear Claims                | 35,670         | 47,544         | 39,214         | 79,438         | 56,349         | 78,822         | 90,623           | 20,715         | 68,204         |
| UC                         | 38,759         | 68,541         | 39,970         | 59,692         | 41,435         | 50,036         | 76,020           | 30,552         | 140,191        |
| FM                         | 12,940         | 67,060         | 39,838         | 77,674         | 75,622         | 107,212        | 473,682          | 52,230         | 324,240        |
| Cuban                      | 73             | 98             | 106            | 78             | 32             | NA             | NA               | NA             | NA             |
| <b>Total Apprehensions</b> | <b>156,383</b> | <b>345,610</b> | <b>217,105</b> | <b>385,631</b> | <b>312,271</b> | <b>426,042</b> | <b>1,243,666</b> | <b>184,288</b> | <b>618,986</b> |

Notes: Table rows are not mutually exclusive categories; individuals may be counted as FM/UC as well as Cuban and/or fear claimants. OIS updated methodology for calculating non-impactables and fear claims in 2021; all years in the table have been updated to match this methodology to improve accuracy and enable comparison between years.

NA - no data available.

Source: OIS Statistical Immigration Data.

## At-the-Border Deterrence

### Definition

*Deterrence* – the estimated share of noncitizens who, following a failed unlawful entry attempt, are deterred from making a subsequent reentry and decide instead to return home or otherwise remain in Mexico.

The deterrence rate is an output metric associated with the difficulty of crossing the border unlawfully because it reflects decisions by people who had already decided to migrate unlawfully to abandon their effort.



## **Methodology and Limitations**

Due to the COVID-19 pandemic, no model-based estimates will be provided for 2021. Any description of methodology and limitations refers to years before 2021.

As with the apprehension or interdiction rate, deterrence cannot be observed directly.

DHS historically estimates deterrence based on migrant surveys; the Department believes surveys and interviews are some of the only ways to directly measure deportees' intentions to make a further unlawful entry attempt. The most important survey data on deterrence comes from the Colegio de la Frontera Norte International Border Survey (EMIF, by its Spanish acronym), which interviews deportees immediately at repatriation facilities upon their removal to Mexico and asks them about their intentions to return to the United States. The EMIF survey has asked deportees about their intention to attempt another trip to the United States within the next 7 days each year since 1993 and began asking migrants about their intention to attempt another trip within the next 90 days in 2012.

While the EMIF survey is well respected, the survey is not weighted to match the actual population of Mexican deportees or to account for the enforcement consequences they are subjected to but is weighted instead based on numbers reported by the Mexican Migration Institute. Analyses by the National Research Council and the Pew Research Center of the EMIF-Norte (EMIF-N) survey, of which the Returned module is a subset, found the EMIF-N's weighted number of Mexican nationals to be considerably smaller than reported by DHS.<sup>27,28</sup> Thus, in its work for DHS to develop a model-based apprehension rate and estimate of successful unlawful entries, the Institute for Defense Analyses (IDA) Corporation used a combination of EMIF and CBP data to build a regression model of 90-day deterrence for all USBP apprehensions since 2000 that accounts for relevant characteristics of Mexican deportees.<sup>29</sup> IDA's model for the years 2000–2007 (i.e., before CBP's implementation of the CDS) focuses exclusively on deportees' demographic characteristics, and its model for 2008 forward also incorporates data on noncitizens' enforcement histories and anticipated future consequences.

In addition to the standard concerns about the validity of survey samples and survey instruments, questions about deterrence are especially hard to measure accurately given the ever-evolving enforcement environment. In particular, the survey measures deportees' intention to make a further entry attempt or not at the time of their repatriation, but an unknown portion of those who indicate that they will try again may in fact be deterred before making another entry attempt (and vice versa). A further limitation is that the EMIF data are restricted to Mexican Northern Border deportees and cannot be assumed to apply to migrants from other regions/countries because they face different trade-offs and geographic barriers when considering a re-entry attempt.

## **Available Data and Discussion**

The EMIF survey is unavailable for 2021.

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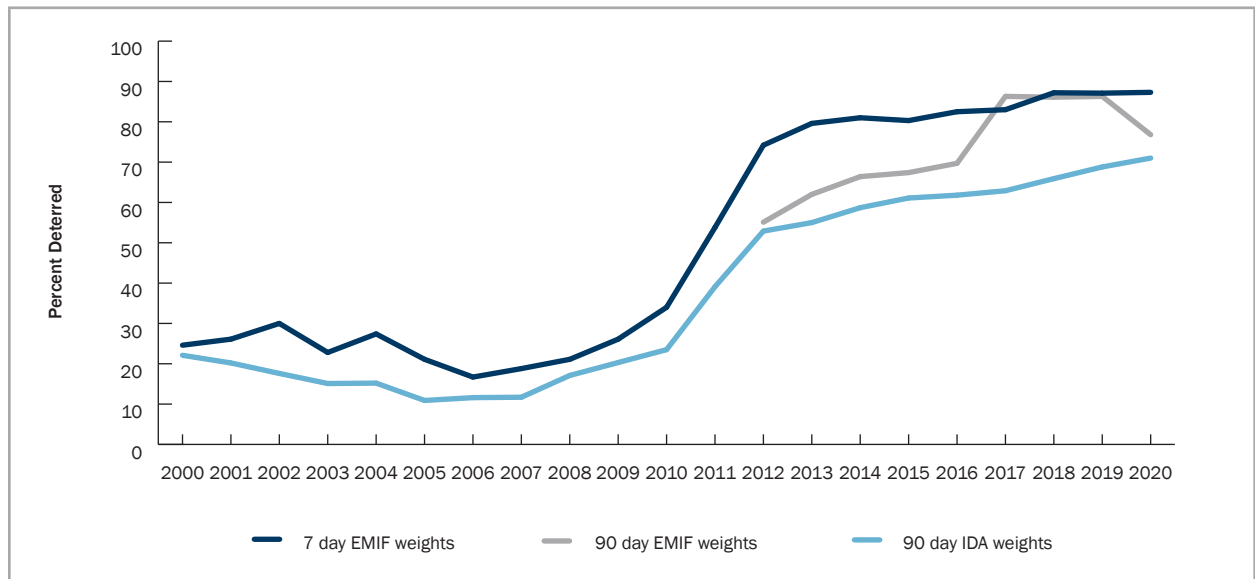
<sup>27</sup> National Research Council, 2013, *Options for Estimating Illegal Entries at the U.S.-Mexico Border*, Washington, DC: The National Academies Press, <https://doi.org/10.17226/13498>.

<sup>28</sup> Jeffery Passel, D'Vera Cohn, and Ana Gonzalez-Barrera, "Appendix C. Methodology," *Net Migration from Mexico Falls to Zero—and Perhaps Less*, Pew Research Center, April 2012.

<sup>29</sup> John W. Bailey et al., "Assessing Southern Border Security," Institute for Defense Analyses, IDA Paper NS P-5304, May 2016.

Figure 6.

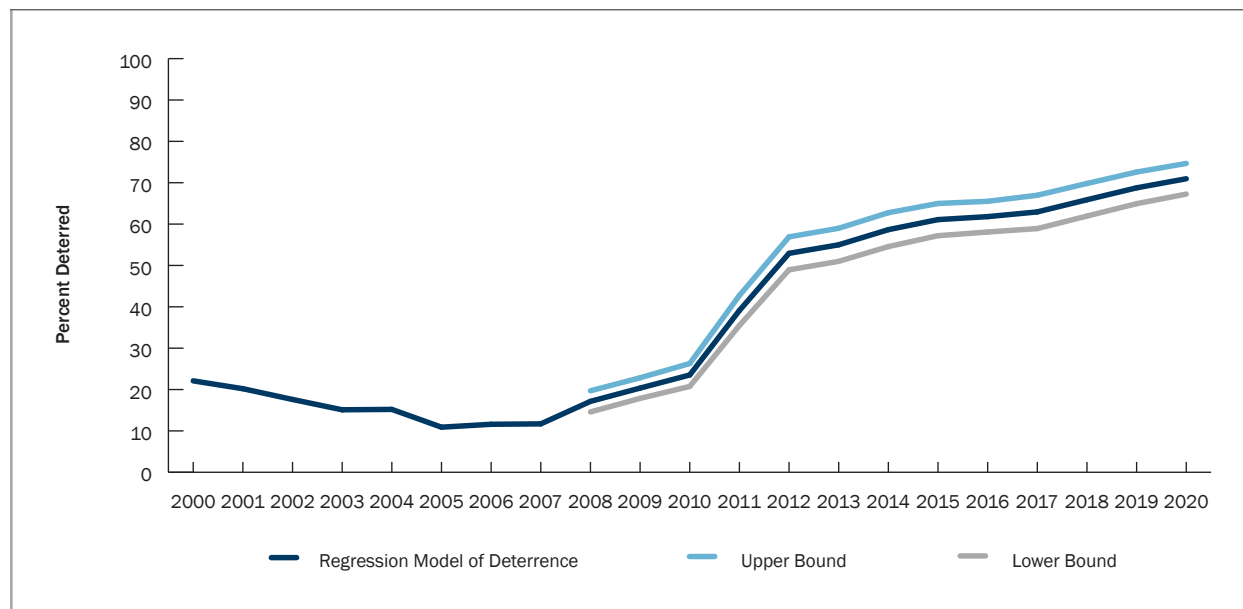
EMIF Survey Data on at-the-Border-Deterrence for Mexican Deportees, FY 2000 to 2020



Notes: EMIF did not collect survey responses from April 2020 to June 2020. July 2020 to September 2020 EMIF data is used to impute values and responses for the missing months. EMIF survey data are unavailable for 2021.  
Source: OIS analysis of Colegio de la Frontera Norte EMIF data.

Because EMIF did not collect survey responses from April 2020 to June 2020, July 2020 to September 2020 EMIF data was used to impute the values and responses for the missing months. The July 2020 to September 2020 data was duplicated and time shifted to fill in the data gap, which likely decreases the deterrence rate due to the higher re-encounter rate with those subject to T42 expulsions compared to T8 apprehensions as well as a below average number of apprehensions in April and May of 2020. In addition, data from T42 encounters is less complete than for T8 apprehensions which necessitated deriving some information from available data, such as site information based on OFO field office and port name. Due to disruptions caused by the COVID-19 pandemic, EMIF did not collect survey responses in 2021.

**Figure 7.**  
**Model-Based 90-Day Deterrence Model, FY 2000 to 2020**



Note: The lower and upper bounds are based on a 95 percent confidence interval.  
 Source: OIS analysis of DHS RTM.

## Border Crossing Costs

### Definition

**Percent hiring smuggler** – The share of migrants who hire a smuggler.

**Border crossing costs** – The average fees that smugglers charge.

Smuggling usage and average smuggling fees are output metrics associated with the difficulty of crossing the border unlawfully. It is likely that migrants will only tolerate higher fees to the extent that smugglers provide an essential and successful service. Smugglers often also compete to attract customers by offering their services at the lowest profitable rate, so higher fees typically indicate rising costs to smugglers. Rising smuggling fees also often reflect an increased risk to smugglers of a criminal conviction; smugglers usually pass this risk along to customers in the form of higher fees.

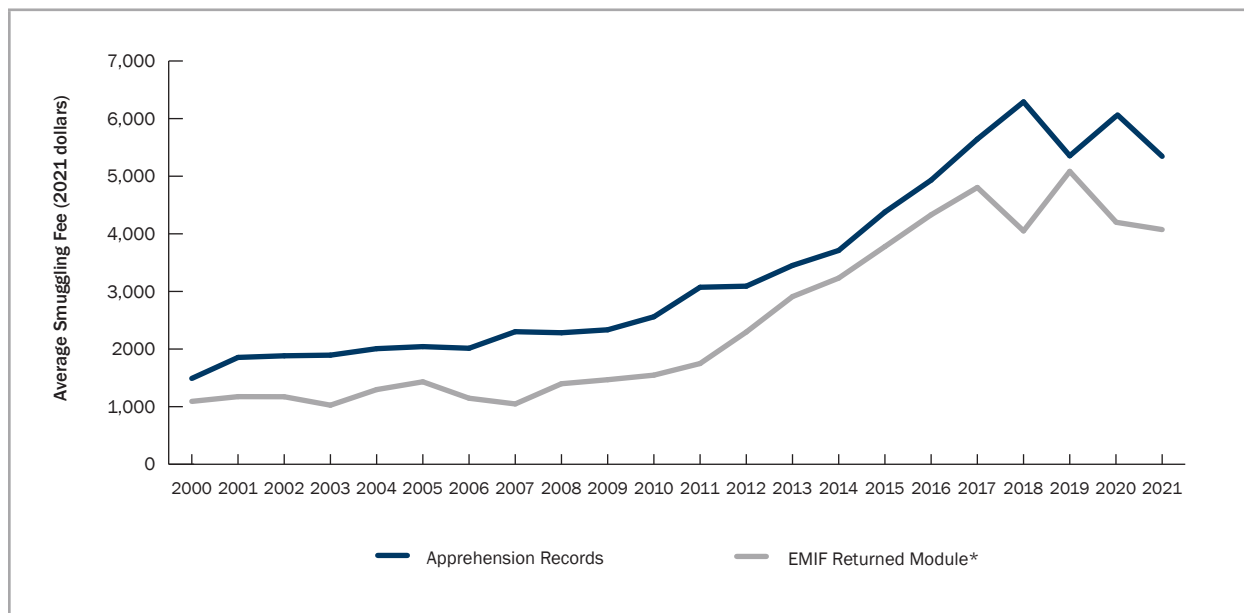
### Methodology and Limitations

The only available data on smuggling fees come from migrant surveys and USBP custodial interviews. These data may be subject to response bias if migrants are reluctant to admit to hiring a smuggler, but such bias is likely to be broadly consistent over time, so changes in survey/interview data should reflect changes in the difficulty of crossing the border.

### Available Data and Discussion

One finding across multiple surveys is that smuggler usage rates have increased steadily over the last 5 decades. Specifically, smuggler usage rates climbed from 40–50 percent during the 1970s, to 59 percent in the late 1970s and early 1980s, 70–80 percent in the 1980s to 1990s, 80 to 93 percent in the 1990s to 2000s, and 95 percent for first-time crossers surveyed in 2006. Similarly, USBP interviews indicate that 80–95 percent of unlawful border crossers hired a smuggler in recent years, a pattern partly driven by transnational criminal organizations’ (TCOs’) control of crossing points along the Mexican side of the border.

**Figure 8.**  
**Border Crossing Cost Estimates, FY 2000 to 2021**



Note: There are methodology differences between the categories, but all categories have been inflation-adjusted to FY 2021 dollars. Estimates for 2000 to 2019 update previously reported estimates. EMIF did not collect survey responses from April 2020 to June 2020. July 2020 to September 2020 EMIF data is used to impute values and responses for the missing months. EMIF survey only covers Q1 of 2021.  
 Source: USBP apprehension records, EMIF.

Survey results also indicate steady increases in fees paid to migrant smugglers. Averaging across the available sources depicted in Figure 8 and additional data from the Mexican Migration Project,<sup>30</sup> smuggling fees increased by 5 percent per year during the 1980s, 1 percent per year during the 1990s, 5 percent per year during the 2000s, and 11 percent per year during the 2010s—though USBP data indicate a 15 percent drop between 2018 and 2019—and a decrease of 7 percent from 2020 to 2021, based on incomplete 2021 data.

These numeric trends may understate the actual increase in border crossing costs during the 2010s. Custodial interviews conducted by subject matter experts within CBP have found that smuggling fees are often paid in stages. The range of smuggling fees also differs greatly depending on tactics and procedures utilized by TCOs in various border crossing locations. Initial fees required to approach staging locations along the border were often lower than \$100 prior to the late 2000s, and an additional \$1,000–\$3,000 in fees were charged upon delivery to the destination. More recently, smuggling fees for Mexicans and Central Americans reportedly have increased partially due to enhanced security measures in Mexico; fees have been as high as \$1,300 for the initial staging payment and up to \$12,000 at the destination. Custodial interviews also find evidence of an increase in alternative forms of payment in exchange for passage, including migrants being required to participate in smuggling controlled substances or other illicit items across the border or to work off debts upon arrival in the United States, as well as reports of harsh negotiations concerning payment plans with family members.

<sup>30</sup> The Mexican Migration Project, [mmp.opr.princeton.edu](http://mmp.opr.princeton.edu)

# IV. CONCLUSION

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DHS recognizes that its ability to accurately measure its border security outcomes, outputs, activities, and inputs is essential to the effective and efficient management of the Department. The metrics contained in this report are the baseline that DHS uses to measure its progress towards meeting the border security mission. As such, the Department will continue to refine these metrics through internal and external engagement and collaboration, including with Congress. DHS looks forward to updating Congress on this progress through periodic briefings and formally with the submission of future BSMRs.

# Appendix A – RTM Methodology

The Department’s current model-based estimates of the apprehension rate, total number of successful unlawful entries, and related metrics such as undetected unlawful entries, build on research conducted for the Department of Homeland Security (DHS) by the Institute for Defense Analyses (IDA) based on long-standing social science research on the RTM (RTM) methodology.<sup>31</sup> The Department views some of IDA’s assumptions as problematic and continues to work to validate and refine the modeling methodology, as discussed below.

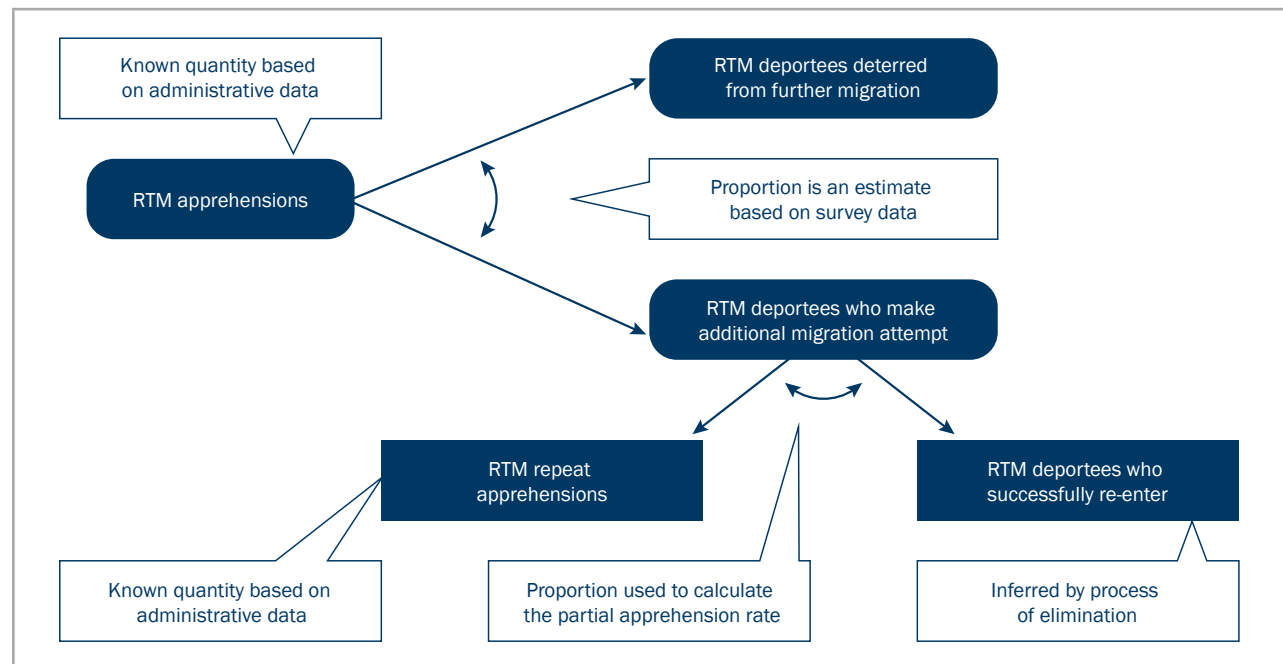
## The Institute for Defense Analyses RTM Methodology

Based on IDA’s work for DHS, the primary building block for the model-based apprehension rate and total estimated successful unlawful entries is an estimated apprehension rate for a particular subset of border crossers that DHS refers to as a partial apprehension rate (PAR). The approach focuses on unlawful border crossers who are apprehended and removed to the Mexican border and who make a subsequent re-entry attempt. The logic of the PAR is to use Customs and Border Protection’s (CBP) U.S. Border Patrol’s (USBP) biometric data to assess what share of migrants who make repeated entry attempts is subsequently re-apprehended.

The PAR methodology consists of three main steps (Figure A1). First, the model identifies a subset of unlawful border crossers who are candidates to attempt re-entry, the RTM population. Under IDA’s methodology, this group excludes all non-Mexicans, those removed to the Mexican interior or remotely through the Alien Transfer Exit Program, noncitizens who have ever requested asylum, those facing criminal charges, and children under 18 years of age.

**Figure A1.**

### Partial Apprehension Rate Methodology



Source: OIS adaptation of Bailey et al. 2016.

<sup>31</sup> For a full discussion of IDA’s model-based estimate, see John W. Bailey et al., “Assessing Southern Border Security,” Institute for Defense Analyses, IDA Paper NS P-5304, May 2016. Also see Thomas J. Espenshade, “Using INS Border Apprehension Data to Measure the Flow of Undocumented Migrants Crossing the U.S.-Mexico Frontier,” *International Migration Review* (1995): 545-565; Joseph Chang, “CBP Apprehensions at the Border,” Homeland Security Studies and Analysis Institute, 2006.

The second step in calculating the PAR is to distinguish between deportees who return home or otherwise remain in Mexico versus those who attempt to re-enter the United States. IDA estimates this share based on the survey of recent deportees in the Colegio de la Frontera Norte International Border Survey (EMIF, by its Spanish acronym), as discussed above (see NDAA § 1092(g)(3)(D) Other Appropriate Information, At-the-Border Deterrence).

Third, by definition, the RTM methodology assumes deportees who are not deterred following an apprehension always make a subsequent reentry attempt. Thus, by observing in DHS administrative records how many migrants from the RTM population are re-apprehended, the model infers the number that successfully re-enters. The ratio of re-apprehensions to successful re-entries is used to estimate the PAR.

The PAR model confronts important limitations at each point in the modeling process. The most notable and challenging to overcome is the assumption of the RTM that subjects who are not deterred will always attempt re-entry until successful. One problem with this assumption is the lack of reliable data on who is deterred. IDA relies primarily on the EMIF survey (modified to better reflect the demographic characteristics and enforcement histories of the actual RTM population) to estimate the deterrence rate. While the EMIF is widely recognized as one of the best migrant surveys available, its results are still dependent on the characteristics of the sample, the quality of the survey instrument, and the honesty of the respondents. More fundamentally, the EMIF survey asks recent deportees about their intentions to re-enter the United States, and it therefore does not take account of shifting border enforcement efforts, potential changes in behavior by individuals who have been exposed to consequence programs, or other deterrent factors along the border. The structure of the RTM methodology means that any resulting undercount in the estimate of the deterred population results in a downward bias in the PAR.

Second, the RTM population represents a shrinking share of Southwest Border apprehensions. Mexican adults quickly deported to the nearest border accounted for 95 percent of apprehensions when the RTM methodology was developed in the 1990s. But changes in the composition of border flows (i.e., rising numbers of Central Americans and asylum seekers); changes in CBP's enforcement strategy to emphasize criminal charges, lateral repatriation, and other enforcement consequences; and IDA's restrictive modeling choices mean that only 20 percent of Southwest Border apprehensions are used to estimate the PAR in recent years. In addition, because the RTM sample excludes noncitizens who are more likely to surrender to USBP (i.e., noncitizens with a higher apprehension rate), the PAR is biased downwards as an indicator of the overall apprehension rate; this bias may be substantial given the number of noncitizens excluded from the RTM sample.

Third, IDA makes somewhat restrictive assumptions about which re-apprehensions to include in the final stage of the PAR calculation. In particular, IDA excludes apprehensions occurring at check points and other remote locations and those occurring more than 4 days after an unlawful entry. Given USBP's defense-in-depth strategy, which places resources at and across the border, these assumptions result in a slight further downward bias in the PAR.

## **Refinements to IDA's Model-Based Estimate and Impacts on Reported Metrics**

Despite these limitations, the Department views the RTM methodology as a promising approach to estimating an apprehension rate that takes great advantage of USBP's collection of biometric data since 2000. In implementing the RTM methodology to produce reportable metrics, the Department made refinements to IDA's approach in each of the four Border Security Metrics Reports (BSMRs) for 2017 to 2019 and 2021. These refinements had modest impacts on certain reported metrics, and certain metrics were further affected by the inclusion of updated historical data. No substantive updates were made to the RTM methodology for the 2020 BSMR, but the Department continues to update historic removal and return data, which results in modest changes to previous estimates of the PAR and of the number of unlawful entries as explained below.

DHS made two refinements to IDA's approach to estimating the PAR when preparing metrics for the 2017 BSMR. First, the Department included a broader set of Mexican deportees in its definition of the RTM sample included in the calculation of the PAR: IDA's sample was defined to include Mexicans 18 years of age and older repatriated to the border who had not been detained in the United States, who had never claimed asylum, and who had not been identified as suspected smugglers; the Department expanded the definition of the RTM sample by excluding only those noncitizens who claimed asylum with USBP and by including Cubans apprehended after January 2017, at which point the wet foot/

dry foot policy was terminated. Second, while IDA only counted apprehensions occurring in the immediate border region within 4 days of a migrant's unlawful entry in its calculation of the re-apprehension rate, the Department also included apprehensions at CBP checkpoints and elsewhere in the border region occurring within 30 days of an unlawful entry. As a result of the changes to the RTM sample, the deterrence rate shifted for most years, leading to adjustments in the PAR for all prior years as well. Depending on the year, these adjustments may have increased or decreased the PAR, largely depending on the change in deterrence.

The Department made one additional change to IDA's approach when preparing the 2018 BSMR, in this case by refining the methodology for using the PAR to estimate total unlawful entries. IDA's model of total unlawful entries assumes that non-impactable noncitizens present themselves to border enforcement agents (and therefore have a 100 percent apprehension rate), and that all impactable noncitizens are apprehended at the same rate as the RTM population (i.e., at the PAR). Thus, the estimated number of total unlawful entries is the product of the number of impactable noncitizens apprehended times the PAR-derived odds of successful entry. In producing the 2018 BSMR, the Department discovered that the software code provided by IDA and used to produce the 2017 estimates mistakenly calculated the estimated total number of unlawful entries as the product of the RTM population and the PAR-derived odds of successful entry. The Department corrected that error for the 2018 report, resulting in an upwards-revision of historical estimates of the number of unlawful entries.

In addition to this methodological change, the Department also included updated data in the 2018 BSMR that resulted in an upwards revision of recent historical PAR estimates. First, the Department included the most current removal and return data from U.S. Immigration and Customs Enforcement (ICE). Because recent ICE data include certain repatriations occurring in previous years, this updated information increases the number of USBP apprehensions identified as re-apprehensions, raising the PAR. Second, the Department also identified certain additional noncitizens as suspected smugglers. Eliminating these frequent border crossers from the RTM population reduces the number of re-apprehensions and has a modest downward effect on the PAR. Third, the Department included updated EMIF data in calculating the estimated deterrence rate; these updates resulted in modest increases in the estimated deterrence rate and therefore an upward adjustment in the PAR.

In preparing the 2019 BSMR, OIS updated IDA's regression model of the 90-day deterrence rate as described above, a change which resulted in slight downward revisions to the PAR (see NDAA § 1092(g)(3)(D) Other appropriate information, At-the-Border Deterrence).

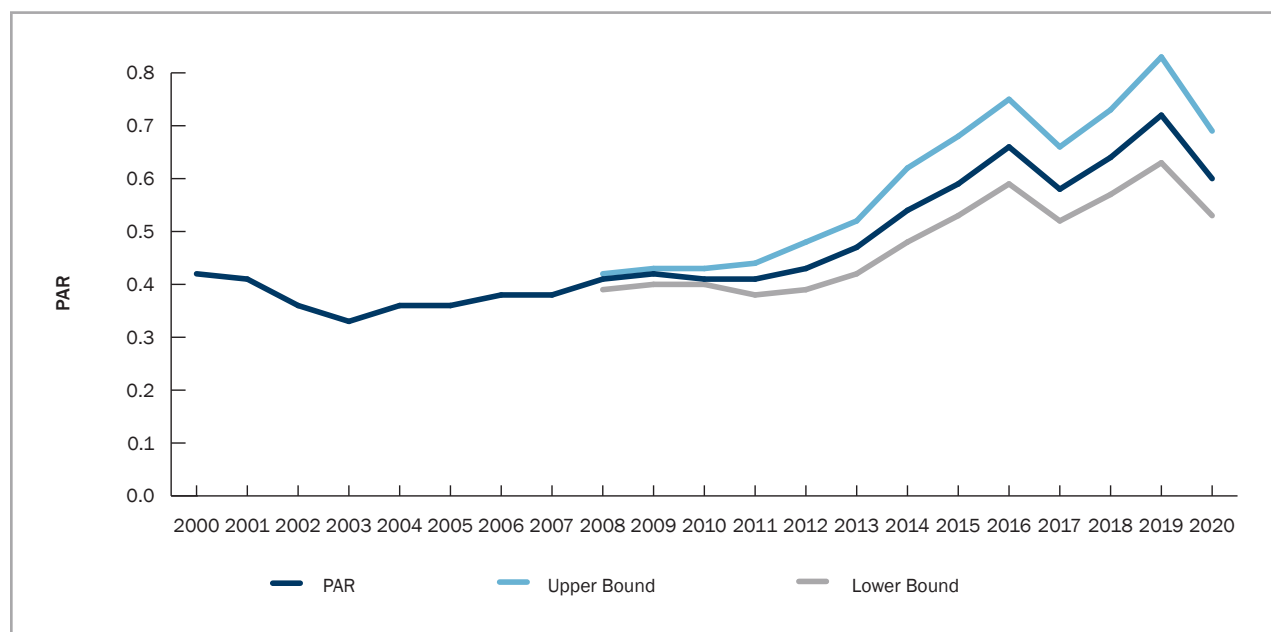
The most noteworthy improvements to the 2019 BSMR were the addition of a confidence interval around the PAR and a sensitivity analysis to estimate how three core assumptions of the RTM methodology affect the Department's estimates of the model-based apprehension rate and of successful unlawful entries. These improvements were maintained in following reports.

In preparing the 2021 BSMR, OIS updated IDA's regression model to use EMIF's reported survey weights and to use robust standard errors. Previous years had omitted the use of the survey weights in the regression model and in reporting on the survey data. While other research has found that the EMIF survey weights yield undercounts relative to DHS administrative data, their complete omission contributed to biases of varying direction and magnitude. For comparison using the 2020 model, the original model had estimated deterrence rates 1 to 3 percent higher and the estimated PAR up to 7 percent higher compared to the updated model. The updated regression model also yielded much larger confidence intervals than the original model, which had a range of 3 to 5 percent compared to a range of 5 to 8 percent for the updated model, in part due to the updated model using robust standard errors. In addition, OIS corrected the alignment of the EMIF survey questions over time which previously resulted in some time spans being incorrectly recoded as years instead of months and omitted reported years entirely. Because the EMIF survey was not conducted for April 2020 to June 2020, data was imputed based on the EMIF data from July 2020 to September 2020.

As Figure A2 indicates, the 95 percent confidence interval around the PAR ranged from a low of plus or minus 2.5 percent in 2008 to a high of plus or minus 4.1 in 2014.



**Figure A2.**  
**Partial Apprehension Rate, FY 2000 to 2020**



Notes: Estimates for 2000 to 2019 update previously reported estimates due to both updating the PAR model and ICE removal and return data lag. In preparing this report, OIS updated ICE removal and return data with the latest available information. Data are unavailable for 2021.  
 Source: OIS RTM.

Table A1 describes the sensitivity of the 2020 model-based apprehension rate reported in Table 1 and the estimated undetected unlawful entries depicted in Figure 2. The first panel relaxes the assumption about RTM deterrence. The middle row of the panel (in gray) depicts the baseline model based on the deterrence rate predicted by the 90-day regression model (.60), and the other rows of the panel allow the deterrence rate to fluctuate to the upper and lower bounds of the 95 percent confidence interval. Given the assumptions of the RTM methodology, these changes in the deterrence rate have a large impact on the RTM population apprehension rate (i.e., the PAR), which translates into substantial changes in the total model-based apprehension rate and estimated successful unlawful entries. Assuming the regression model overestimates deterrence by four percentage points causes the total apprehension rate to fall to 60 percent and total successful unlawful entries to increase by 32 percent to 270,000; assuming the regression model underestimates deterrence by four percentage points causes the total apprehension rate to increase to 74 percent and total successful unlawful entries to fall 32 percent to 139,000.

**Table A1.**

**Univariate Sensitivity Analysis of RTM Methodology Assumptions**

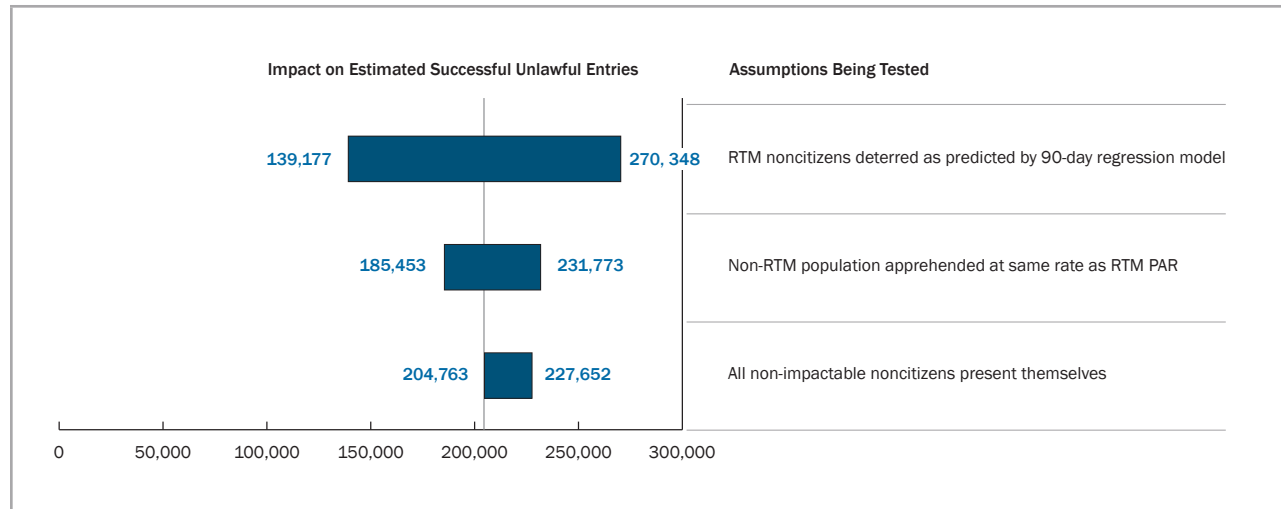
| Assumption                                                       | Alternative Assumptions | Model-Based Apprehension Rate | Estimated Successful Unlawful Entries |
|------------------------------------------------------------------|-------------------------|-------------------------------|---------------------------------------|
| RTM noncitizens deterred as predicted by 90-day regression model | 0.67                    | 60%                           | 270,348                               |
|                                                                  | 0.69                    | 63%                           | 240,176                               |
|                                                                  | 0.71                    | 66%                           | 204,763                               |
|                                                                  | 0.73                    | 70%                           | 169,350                               |
|                                                                  | 0.75                    | 74%                           | 139,177                               |
| Non-RTM population apprehended at same rate as RTM PAR           | 0.50                    | 63%                           | 231,773                               |
|                                                                  | 0.55                    | 65%                           | 217,044                               |
|                                                                  | 0.60                    | 66%                           | 204,763                               |
|                                                                  | 0.65                    | 67%                           | 194,367                               |
|                                                                  | 0.70                    | 68%                           | 185,453                               |
| All non-impactable noncitizens present themselves                | 1.00                    | 66%                           | 204,763                               |
|                                                                  | 0.95                    | 66%                           | 209,582                               |
|                                                                  | 0.90                    | 65%                           | 214,936                               |
|                                                                  | 0.85                    | 64%                           | 220,920                               |
|                                                                  | 0.80                    | 64%                           | 227,652                               |

Note: Data are unavailable for 2021.  
Source: OIS.

The second and third panels of the table also highlight the baseline model. The second panel assumes the non-RTM population is apprehended at rates up to ten percentage points above or below the calculated PAR; and the third panel assumes non-impactable noncitizens are apprehended at rates as low as 80 percent. (A total non-impactable apprehension rate of 80 percent corresponds with 50 percent of non-impactable noncitizens presenting themselves to authorities and 50 percent attempting to evade detection and being apprehended at the same 60 percent rate as the RTM population.) Relaxing these assumptions has a more modest impact on the model’s predictions. Figure A3 illustrates the variation in ranges resulting from the different modeling assumptions in Table A1.

**Figure A3.**

**Univariate Sensitivity Analysis of RTM Methodology Assumptions**



Notes: The vertical line represents the estimate from the baseline model. For each assumption being tested the highest and lowest values from Table A1 are shown as a range. Data are unavailable for 2021.  
Source: OIS.

Table A2 depicts the interactions among these three assumptions on the model-based apprehension rate and estimated unlawful entries. The first column of the table depicts variation in the assumed deterrence rate of four percentage points in either direction, a range based on the 95 percent confidence interval. Mathematically, changes in deterrence yield variation in the PAR, depicted in the second column. In the interactive analysis, these changes in the PAR affect the non-RTM apprehension rate, which is amplified by the decision to relax the assumption of a common apprehension rate for non-RTM and RTM noncitizens by five percentage points in either direction. Table A2 continues to allow the non-impactable apprehension rate to range from 0.8 to 1.0 percent.

**Table A2.**  
**Interactive Sensitivity Analysis of RTM Methodology Assumptions**

| Non-RTM Apprehension Rate | Non-Impactable Apprehension Rate | Model-Based Apprehension Rate | Estimated Successful Unlawful Entries |
|---------------------------|----------------------------------|-------------------------------|---------------------------------------|
| Low (.48)                 | Low (.80)                        | 56%                           | 309,036                               |
| Low (.48)                 | Med (.90)                        | 57%                           | 296,320                               |
| Low (.48)                 | High (1.0)                       | 58%                           | 286,147                               |
| Med (.53)                 | Low (.80)                        | 58%                           | 293,238                               |
| Med (.53)                 | Med (.90)                        | 59%                           | 280,521                               |
| Med (.53)                 | High (1.0)                       | 60%                           | 270,348                               |
| High (.58)                | Low (.80)                        | 59%                           | 280,147                               |
| High (.58)                | Med (.90)                        | 60%                           | 267,431                               |
| High (.58)                | High (1.0)                       | 61%                           | 257,258                               |
| Low (.55)                 | Low (.80)                        | 63%                           | 239,933                               |
| Low (.55)                 | Med (.90)                        | 64%                           | 227,217                               |
| Low (.55)                 | High (1.0)                       | 65%                           | 217,044                               |
| Med (.60)                 | Low (.80)                        | 64%                           | 227,652                               |
| Med (.60)                 | Med (.90)                        | 65%                           | 214,936                               |
| Med (.60)                 | High (1.0)                       | 66%                           | 204,763                               |
| High (.65)                | Low (.80)                        | 65%                           | 217,256                               |
| High (.65)                | Med (.90)                        | 66%                           | 204,540                               |
| High (.65)                | High (1.0)                       | 67%                           | 194,367                               |
| Low (.64)                 | Low (.80)                        | 70%                           | 171,306                               |
| Low (.64)                 | Med (.90)                        | 72%                           | 158,589                               |
| Low (.64)                 | High (1.0)                       | 73%                           | 148,416                               |
| Med (.69)                 | Low (.80)                        | 71%                           | 162,067                               |
| Med (.69)                 | Med (.90)                        | 73%                           | 149,350                               |
| Med (.69)                 | High (1.0)                       | 74%                           | 139,177                               |
| High (.74)                | Low (.80)                        | 72%                           | 154,077                               |
| High (.74)                | Med (.90)                        | 74%                           | 141,361                               |
| High (.74)                | High (1.0)                       | 75%                           | 131,188                               |

Note: Data are unavailable for 2021.  
Source: OIS.

In general, allowing the deterrence to fluctuate continues to have the greatest impact on the model's predictions, yielding an average difference of seven percentage points in the overall model-based apprehension rates and 66,000 unlawful entries between three panels of Table A2. Allowing for reasonable variation across all three core RTM assumptions, Table A2 describes a range of 19 percentage points in the model-based apprehension rate and a range of 178,000 successful unlawful entries.

# Appendix B – Drugs Seizures – All Ports of Entry

**Table B1.**

**OFO Drug Seizures at Ports of Entry (POEs), FY 2013 to 2021**

| DRUG                                     | 2013              | 2014              | 2015              | 2016              | 2017              | 2018              | 2019              | 2020              | 2021              |
|------------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| <b>Grand Total</b>                       | <b>342,010.02</b> | <b>311,159.31</b> | <b>401,114.04</b> | <b>367,979.37</b> | <b>305,296.78</b> | <b>250,280.72</b> | <b>273,730.62</b> | <b>346,177.67</b> | <b>332,380.31</b> |
| AMPHETAMINE                              | NA                | NA                | NA                | NA                | NA                | NA                | NA                | NA                | 17.17             |
| COCA PRODUCTS, TEA BAGS OR LIQUOR        | 112.31            | 335.66            | 370.24            | 210.93            | 163.27            | 332.80            | 540.69            | 733.59            | 2,655.61          |
| COCAINE                                  | 20,975.89         | 20,558.85         | 17,396.18         | 23,958.40         | 28,274.78         | 23,407.44         | 40,463.76         | 19,343.51         | 34,965.57         |
| CRYSTAL METHAMPHETAMINES                 | 1,526.52          | 1,742.38          | 1,627.55          | 2,129.00          | 1,925.08          | 7,512.88          | 26,735.29         | 28,459.53         | 13,945.44         |
| DIHYDROCODEINONE (HYDROCODONE)           | 4.29              | 11.24             | 2.98              | 14.45             | 7.84              | 19.06             | 14.91             | 27.34             | 22.07             |
| DIMETHYLTRYPTAMINE                       | NA                | NA                | NA                | NA                | NA                | NA                | NA                | 2,467.08          | 6,928.51          |
| ECSTASY                                  | 104.26            | 111.04            | 104.02            | 708.11            | 521.60            | 514.04            | 1,005.85          | 961.58            | 543.38            |
| EPHEDRINE                                | 5.10              | 28.57             | 42.10             | 13.50             | 5.61              | 15.54             | 240.99            | 26.14             | 10.46             |
| FENETHYLLINE-(CAPTAGON-AMPHETAMINE)      | NA                | NA                | NA                | 1.22              | 0.04              | 1.73              | 1.84              | 0.06              | 0.10              |
| FENTANYL                                 | NA                | NA                | 31.94             | 270.42            | 881.73            | 859.53            | 1,154.25          | 1,799.42          | 4,618.92          |
| GAMMA HYDROXY BUTYRATE                   | 33.09             | 73.31             | 48.68             | 483.76            | 741.00            | 789.90            | 383.36            | 274.81            | 560.48            |
| HASH, LIQUID (HASH OIL)                  | 0.13              | 13.98             | 0.77              | 0.45              | 1.51              | 46.71             | 1,136.48          | 679.71            | 287.71            |
| HASHISH                                  | 58.10             | 117.11            | 82.43             | 75.24             | 54.47             | 64.15             | 58.03             | 704.80            | 1,007.67          |
| HEROIN                                   | 1,821.95          | 1,963.17          | 2,732.06          | 1,915.70          | 1,757.62          | 2,360.95          | 2,461.48          | 2,368.55          | 2,191.55          |
| KETAMINE                                 | 88.58             | 77.78             | 43.69             | 150.59            | 144.53            | 286.74            | 432.09            | 514.23            | 4,920.38          |
| KHAT (CATHA EDULIS)                      | 84,023.03         | 67,478.21         | 66,953.87         | 70,087.11         | 61,856.29         | 26,854.02         | 15,451.77         | 50,783.74         | 91,997.46         |
| KRATOM (MITRAGYNE OR 7-HYDROXYMITRAGYNE) | NA                | NA                | NA                | NA                | 27.18             | 0.52              | 2,675.22          | NA                | NA                |
| LSD                                      | 3.00              | 7.02              | 3.57              | 2.41              | 9.55              | 50.36             | 254.01            | 328.79            | 17.31             |
| MARIJUANA                                | 215,705.43        | 198,669.60        | 273,433.73        | 233,827.24        | 166,221.35        | 135,814.31        | 131,328.19        | 147,405.38        | 78,885.90         |
| MARIJUANA PLANTS                         | 7.97              | 0.66              | 0.25              | 1.64              | 1.81              | 721.21            | 3.04              | 2.94              | 13.68             |
| MDPV- (METHYLENEDIOXYPYROVALERONE)       | 336.13            | 225.68            | 233.11            | 41.75             | 27.31             | 19.06             | 23.40             | 20.40             | 8.23              |
| MEPHEDRONE                               | 11.82             | 9.11              | 5.72              | 2.66              | 26.83             | 1.09              | 2.45              | 3.76              | 11.75             |
| METHAMPHETAMINE                          | 7,985.05          | 8,896.50          | 11,564.19         | 15,008.03         | 20,959.61         | 26,054.22         | 31,109.70         | 42,709.36         | 67,286.24         |
| METHAMPHETAMINE (IN SOLUTION)            | NA                | NA                | NA                | NA                | NA                | NA                | NA                | NA                | 441.26            |
| METHYLONE                                | 322.27            | 829.42            | 315.71            | 40.44             | 13.90             | 100.98            | 19.12             | 10.55             | 3.94              |
| METHYLPHENIDATE (RITALIN)                | 20.03             | 15.14             | 13.69             | 12.30             | 12.62             | 8.03              | 4.15              | 3.95              | 9.35              |
| MORPHINE                                 | 31.52             | 213.71            | 19.29             | 520.21            | 20.55             | 31.33             | 137.15            | 69.82             | 67.36             |
| N-BENZYLPIPERAZINE (BZP TABLETS)         | 87.78             | 1.61              | 1.32              | 0.10              | 1.03              | NA                | 0.00              | 0.03              | 52.92             |
| NEXUS/2 CB                               | 0.09              | 0.11              | 1.26              | 0.06              | 1.44              | 0.98              | 1.81              | 2.33              | 10.73             |
| OPIUM                                    | 1,289.80          | 1,637.34          | 652.98            | 905.89            | 1,065.28          | 1,148.11          | 1,111.44          | 1,704.70          | 2,372.12          |
| OTHER DRUGS, PRESCRIPTIONS, CHEMICALS    | 4,134.39          | 5,117.21          | 22,328.40         | 12,985.85         | 11,445.96         | 11,146.97         | 14,039.40         | 10,204.68         | 13,885.54         |
| OXYCODONE (OXYCONTIN)                    | 13.17             | 11.14             | 6.46              | 21.57             | 45.05             | 20.32             | 66.41             | 60.32             | 46.96             |
| PARAMETHOXYAMPHETAMINE                   | NA                | NA                | NA                | NA                | 0.03              | NA                | 0.05              | 0.00              | 0.93              |

See footnotes at end of table.

**Table B1 (Continued)**

| DRUG                                 | 2013     | 2014     | 2015     | 2016     | 2017     | 2018     | 2019     | 2020      | 2021     |
|--------------------------------------|----------|----------|----------|----------|----------|----------|----------|-----------|----------|
| PEYOTE                               | NA       | NA       | NA       | NA       | 0.35     | 35.70    | 58.08    | 190.06    | 554.94   |
| PHENYLCYCLOHEXYL PIPERDINE           | NA       | NA       | NA       | NA       | NA       | NA       | NA       | NA        | 0.25     |
| POPPY SEEDS                          | NA       | NA       | NA       | NA       | NA       | NA       | NA       | NA        | 48.55    |
| PRECURSOR CHEMICALS EXCEPT EPHEDRINE | 739.27   | 748.20   | 1,293.69 | 3,377.95 | 648.52   | 1,443.16 | 1,168.64 | 32,471.81 | 1,279.43 |
| PSILOCYN OR PSILOCYBIN MUSHROOMS     | 23.38    | 24.11    | 16.18    | 45.78    | 53.99    | 58.96    | 169.15   | 487.17    | 268.18   |
| ROHYPNOL                             | 0.74     | 0.04     | 0.00     | 0.08     | 0.02     | 0.00     | 0.01     | 0.03      | 0.04     |
| STEROIDS                             | 470.05   | 554.53   | 581.16   | 613.21   | 1,394.27 | 1,592.87 | 1,255.01 | 1,163.10  | 1,719.01 |
| SYNTHETIC CANNABINOIDS - ALL TYPES   | 2,074.37 | 1,686.67 | 1,206.82 | 550.79   | 6,984.75 | 8,964.99 | 222.94   | 194.37    | 345.33   |
| TAPENTADOL                           | NA       | NA       | NA       | NA       | NA       | NA       | NA       | NA        | 377.68   |
| THAI STICKS                          | NA       | NA       | NA       | NA       | NA       | NA       | NA       | 0.01      | NA       |
| YABA                                 | 0.47     | 0.18     | NA       | 2.53     | 0.03     | 2.04     | 0.45     | NA        | 0.19     |

Notes: Drug seizures in kilograms. Tea bags included in this table are used to carry coca products. This table updates previous versions of this report with more current information. Began tracking Dimethyltryptamine and Thai Sticks seizures in 2020.

NA - no data available.

Source: OFO.

# Appendix C – Privately Owned Vehicle (POV) and Commercially Owned Vehicle (COV) Wait Times

**Table C1.**

**OFO POV Wait Times (minutes) and Total Annual Flow, FY 2013 to 2021**

| Port/Wait Time/<br>POV Volume | 2013      | 2014      | 2015      | 2016      | 2017      | 2018      | 2019      | 2020      | 2021      |
|-------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| ALEXANDRIA BAY, NY            |           |           |           |           |           |           |           |           |           |
| POV Wait Times <sup>1</sup>   | 3.50      | 2.96      | 2.06      | 1.33      | 1.00      | 1.10      | 2.14      | 0.73      | 0.16      |
| POVs <sup>2</sup>             | 673,549   | 651,511   | 616,656   | 590,028   | 587,319   | 590,900   | 589,270   | 233,568   | 50,533    |
| ANDRADE, CA                   |           |           |           |           |           |           |           |           |           |
| POV Wait Times                | 30.74     | 24.03     | 24.28     | 27.64     | 26.88     | 31.48     | 40.61     | 47.61     | 44.03     |
| POVs                          | 391,430   | 432,810   | 507,060   | 507,775   | 577,425   | 581,576   | 579,707   | 386,083   | 228,582   |
| BLAINE, WA                    |           |           |           |           |           |           |           |           |           |
| POV Wait Times                | 13.66     | 14.69     | 10.03     | 8.97      | 9.24      | 12.31     | 12.97     | 6.48      | 3.58      |
| POVs                          | 4,943,096 | 4,922,160 | 4,428,536 | 3,958,264 | 3,780,471 | 4,130,656 | 3,957,432 | 1,668,658 | 267,622   |
| BROWNSVILLE, TX               |           |           |           |           |           |           |           |           |           |
| POV Wait Times                | 16.84     | 16.77     | 14.83     | 15.69     | 14.03     | 23.67     | 35.98     | 33.56     | 33.13     |
| POVs                          | 4,270,287 | 4,290,311 | 4,333,905 | 4,560,557 | 4,848,508 | 4,784,458 | 4,520,679 | 3,383,828 | 3,297,769 |
| BUFFALO-NIAGARA<br>FALLS NY   |           |           |           |           |           |           |           |           |           |
| POV Wait Times                | 6.07      | 6.83      | 4.05      | 2.92      | 2.81      | 3.59      | 4.44      | 1.64      | 0.53      |
| POVs                          | 5,903,904 | 5,570,269 | 5,033,036 | 4,783,004 | 4,814,967 | 5,000,166 | 4,860,255 | 2,011,808 | 460,727   |
| CALAIS, ME                    |           |           |           |           |           |           |           |           |           |
| POV Wait Times                | 1.34      | 1.27      | 0.76      | 0.15      | 0.19      | 0.18      | 0.22      | 0.02      | 0.00      |
| POVs                          | 1,024,748 | 951,270   | 837,046   | 754,443   | 755,846   | 674,323   | 661,808   | 288,828   | 54,422    |
| CALEXICO, CA                  |           |           |           |           |           |           |           |           |           |
| POV Wait Times                | 44.25     | 51.00     | 45.06     | 49.55     | 53.11     | 58.50     | 51.26     | 58.91     | 66.89     |
| POVs                          | 4,162,467 | 4,061,872 | 4,248,230 | 4,345,665 | 4,383,164 | 4,469,030 | 4,876,600 | 4,240,445 | 4,431,385 |
| CALEXICO-EAST                 |           |           |           |           |           |           |           |           |           |
| POV Wait Times                | 38.00     | 38.33     | 31.42     | 38.98     | 43.62     | 44.67     | 42.72     | 45.10     | 43.52     |
| POVs                          | 3,099,340 | 3,317,290 | 3,585,327 | 3,765,429 | 3,883,571 | 3,688,968 | 3,278,842 | 2,046,324 | 1,340,590 |
| CHAMPLAIN-<br>ROUSES POINT    |           |           |           |           |           |           |           |           |           |
| POV Wait Times                | 2.95      | 2.29      | 2.67      | 1.69      | 1.58      | 2.05      | 3.31      | 1.29      | 0.43      |
| POVs                          | 1,152,220 | 1,144,152 | 1,051,232 | 1,015,105 | 1,004,351 | 1,031,529 | 1,011,173 | 396,711   | 90,130    |
| COLUMBUS, NM                  |           |           |           |           |           |           |           |           |           |
| POV Wait Times                | 5.21      | 5.53      | 4.97      | 5.11      | 4.30      | 5.11      | 9.21      | 9.79      | 12.21     |
| POVs                          | 324,216   | 347,209   | 398,242   | 420,004   | 395,718   | 353,225   | 358,294   | 307,231   | 287,129   |
| DEL RIO, TX                   |           |           |           |           |           |           |           |           |           |
| POV Wait Times                | 8.01      | 7.62      | 6.83      | 6.91      | 6.48      | 9.67      | 22.06     | 17.89     | 13.08     |
| POVs                          | 1,257,513 | 1,325,289 | 1,415,109 | 1,508,476 | 1,586,009 | 1,640,034 | 1,517,965 | 1,181,780 | 1,190,475 |
| DERBY LINE, VT                |           |           |           |           |           |           |           |           |           |
| POV Wait Times                | 2.26      | 2.34      | 1.85      | 2.01      | 3.84      | 2.18      | 1.79      | 0.26      | 0.02      |
| POVs                          | 731,031   | 715,719   | 633,409   | 581,261   | 598,819   | 493,073   | 479,985   | 186,908   | 39,256    |

See footnotes at end of table.

**Table C1 (Continued)**

| Port/Wait Time/<br>POV Volume             | 2013      | 2014      | 2015      | 2016      | 2017      | 2018      | 2019      | 2020      | 2021      |
|-------------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| DETROIT, MI                               |           |           |           |           |           |           |           |           |           |
| POV Wait Times                            | 3.65      | 4.77      | 3.64      | 4.47      | 3.66      | 4.76      | 4.79      | 2.13      | 0.27      |
| POVs                                      | 4,123,134 | 4,050,011 | 4,065,843 | 4,043,076 | 4,058,742 | 3,996,538 | 4,091,085 | 2,229,627 | 1,037,417 |
| DOUGLAS, AZ                               |           |           |           |           |           |           |           |           |           |
| POV Wait Times                            | 11.80     | 9.27      | 11.23     | 12.16     | 11.70     | 16.63     | 23.87     | 31.69     | 27.22     |
| POVs                                      | 1,438,842 | 1,559,934 | 1,576,761 | 1,610,973 | 1,707,958 | 1,785,264 | 1,599,791 | 1,112,007 | 1,077,116 |
| EAGLE PASS, TX                            |           |           |           |           |           |           |           |           |           |
| POV Wait Times                            | 14.84     | 20.12     | 15.56     | 18.16     | 17.79     | 18.90     | 21.10     | 22.61     | 16.57     |
| POVs                                      | 2,358,313 | 2,382,221 | 2,661,638 | 2,745,267 | 2,662,299 | 2,715,217 | 2,871,922 | 2,110,120 | 1,852,343 |
| EL PASO, TX                               |           |           |           |           |           |           |           |           |           |
| POV Wait Times                            | 22.39     | 19.75     | 22.98     | 27.97     | 19.39     | 24.59     | 33.56     | 23.18     | 17.65     |
| POVs                                      | 7,110,330 | 7,505,652 | 7,883,264 | 7,886,013 | 7,766,464 | 8,549,738 | 7,060,731 | 5,592,324 | 5,620,197 |
| EL PASO, TX<br>(Ysleta Only) <sup>3</sup> |           |           |           |           |           |           |           |           |           |
| POV Wait Times                            | 21.57     | 18.70     | 23.11     | 25.46     | 23.89     | 23.05     | 44.10     | 31.25     | 27.36     |
| POVs                                      | 3,453,040 | 3,935,394 | 4,221,858 | 4,627,376 | 4,819,225 | 3,972,228 | 3,705,814 | 2,750,033 | 2,282,116 |
| HIDALGO, TX                               |           |           |           |           |           |           |           |           |           |
| POV Wait Times                            | 19.91     | 22.69     | 23.34     | 21.21     | 18.04     | 17.51     | 31.36     | 28.47     | 25.08     |
| POVs                                      | 4,801,943 | 4,616,193 | 4,555,289 | 4,709,838 | 4,539,801 | 4,343,664 | 4,125,596 | 2,890,585 | 2,705,296 |
| HIGHGATE<br>SPRINGS/ALBURG                |           |           |           |           |           |           |           |           |           |
| POV Wait Times                            | 3.52      | 3.96      | 4.13      | 4.57      | 4.22      | 4.94      | 3.16      | 0.95      | 0.42      |
| POVs                                      | 508,699   | 542,595   | 715,598   | 703,063   | 633,903   | 474,497   | 476,599   | 187,332   | 38,010    |
| HOULTON, ME                               |           |           |           |           |           |           |           |           |           |
| POV Wait Times                            | 2.89      | 2.46      | 1.74      | 1.17      | 1.22      | 1.59      | 1.40      | 0.61      | 0.15      |
| POVs                                      | 353,898   | 332,670   | 274,641   | 228,101   | 228,663   | 228,890   | 219,014   | 93,778    | 17,351    |
| INTERNATIONAL<br>FALLS, MN                |           |           |           |           |           |           |           |           |           |
| POV Wait Times                            | 1.47      | 1.34      | 2         | 1.24      | 1.34      | 1.30      | 1.26      | 0.08      | 0.00      |
| POVs                                      | 528,065   | 520,066   | 475,435   | 438,938   | 413,508   | 371,358   | 366,644   | 147,538   | 28,553    |
| JACKMAN, ME                               |           |           |           |           |           |           |           |           |           |
| POV Wait Times                            | 0.32      | 0.37      | 0.32      | 0.2       | 0.46      | 0.39      | 0.29      | 0.02      | 0.00      |
| POVs                                      | 170,549   | 168,871   | 157,521   | 162,978   | 144,428   | 146,393   | 147,938   | 58,031    | 26,904    |
| LAREDO, TX                                |           |           |           |           |           |           |           |           |           |
| POV Wait Times                            | 15.49     | 17.59     | 16.28     | 17.13     | 19.95     | 17.48     | 21.04     | 13.77     | 12.04     |
| POVs                                      | 4,865,686 | 5,220,223 | 5,220,174 | 5,191,369 | 4,991,204 | 5,081,662 | 5,183,480 | 3,740,570 | 3,040,856 |
| LUKEVILLE, AZ                             |           |           |           |           |           |           |           |           |           |
| POV Wait Times                            | 5.52      | 5.05      | 7.59      | 5.30      | 2.63      | 4.19      | 5.22      | 2.10      | 7.58      |
| POVs                                      | 283,790   | 301,206   | 345,760   | 363,712   | 376,827   | 409,444   | 425,046   | 280,474   | 388,691   |
| LYNDEN, WA                                |           |           |           |           |           |           |           |           |           |
| POV Wait Times                            | 11.09     | 9.82      | 6.86      | 6.12      | 6.00      | 6.33      | 7.23      | 5.00      | 0.92      |
| POVs                                      | 785,818   | 770,393   | 586,913   | 514,823   | 491,420   | 582,792   | 575,240   | 232,649   | 27,730    |
| MADAWASKA, ME                             |           |           |           |           |           |           |           |           |           |
| POV Wait Times                            | 3.03      | 3.43      | 1.31      | 0.74      | 0.99      | 0.97      | 0.70      | 0.29      | 0.00      |
| POVs                                      | 621,258   | 576,490   | 509,814   | 439,970   | 404,221   | 382,828   | 367,403   | 173,806   | 22,283    |
| MASSENA, NY                               |           |           |           |           |           |           |           |           |           |
| POV Wait Times                            | 0.58      | 0.27      | 0.11      | 0.09      | 0.01      | 0.00      | 0.01      | 0.00      | 0.00      |
| POVs                                      | 909,705   | 907,255   | 856,281   | 826,625   | 855,787   | 875,867   | 874,503   | 627,194   | 528,902   |

See footnotes at end of table.

**Table C1 (Continued)**

| Port/Wait Time/<br>POV Volume | 2013       | 2014       | 2015       | 2016       | 2017       | 2018       | 2019       | 2020       | 2021       |
|-------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| NACO, AZ                      |            |            |            |            |            |            |            |            |            |
| POV Wait Times                | 2.52       | 2.21       | 2.28       | 2.22       | 2.54       | 2.84       | 4.96       | 10.08      | 6.49       |
| POVs                          | 280,984    | 296,828    | 295,635    | 302,423    | 295,296    | 302,614    | 337,228    | 251,496    | 240,982    |
| NOGALES, AZ                   |            |            |            |            |            |            |            |            |            |
| POV Wait Times                | 16.68      | 15.65      | 18.43      | 24.57      | 24.53      | 32.10      | 47.39      | 44.63      | 29.45      |
| POVs                          | 3,063,822  | 3,297,865  | 3,426,736  | 3,487,436  | 3,728,827  | 3,686,058  | 3,401,852  | 2,425,247  | 2,238,657  |
| NORTON, VT                    |            |            |            |            |            |            |            |            |            |
| POV Wait Times                | 0.05       | 0.05       | 0.04       | 0.08       | 0.05       | 0.01       | 0.01       | 0.00       | 0.03       |
| POVs                          | 81,311     | 74,512     | 49,154     | 32,530     | 30,574     | 31,913     | 26,030     | 7,047      | 1,602      |
| OGDENSBURG, NY                |            |            |            |            |            |            |            |            |            |
| POV Wait Times                | 0.6        | 0.84       | 0.82       | 0.30       | 0.34       | 0.29       | 0.52       | 0.21       | 0.08       |
| POVs                          | 387,000    | 375,022    | 320,537    | 287,061    | 292,808    | 300,233    | 292,973    | 127,488    | 25,108     |
| OTAY MESA                     |            |            |            |            |            |            |            |            |            |
| POV Wait Times                | 45.68      | 43.03      | 29.39      | 38.32      | 38.07      | 38.32      | 52.54      | 49.33      | 61.55      |
| POVs                          | 5,987,273  | 6,901,172  | 6,747,483  | 7,597,903  | 8,213,614  | 8,103,641  | 6,760,388  | 5,152,742  | 5,090,835  |
| PEMBINA, ND                   |            |            |            |            |            |            |            |            |            |
| POV Wait Times                | 1.75       | 1.86       | 1.69       | 1.58       | 1.56       | 1.98       | 2.41       | 0.79       | 0.04       |
| POVs                          | 375,628    | 369,328    | 330,996    | 289,745    | 277,247    | 264,732    | 253,682    | 100,748    | 24,949     |
| POINT ROBERTS, WA             |            |            |            |            |            |            |            |            |            |
| POV Wait Times                | 5.69       | 6.11       | 5.46       | 5.13       | 4.34       | 6.90       | 4.66       | 3.10       | 3.45       |
| POVs                          | 1,190,608  | 1,201,275  | 1,071,337  | 945,103    | 912,239    | 1,012,392  | 973,659    | 406,929    | 79,365     |
| PORT HURON, MI                |            |            |            |            |            |            |            |            |            |
| POV Wait Times                | 2.3        | 3.8        | 3.06       | 2.31       | 2.91       | 3.45       | 6.73       | 2.35       | 0.01       |
| POVs                          | 2,032,553  | 2,002,506  | 1,745,713  | 1,548,257  | 1,565,333  | 1,553,250  | 1,474,568  | 616,818    | 121,617    |
| PRESIDIO, TX                  |            |            |            |            |            |            |            |            |            |
| POV Wait Times                | 6.52       | 9.36       | 7.12       | 10.21      | 8.24       | 8.08       | 12.63      | 9.71       | 15.01      |
| POVs                          | 594,488    | 608,805    | 659,374    | 663,522    | 685,190    | 714,221    | 700,806    | 548,129    | 508,633    |
| PROGRESO, TX                  |            |            |            |            |            |            |            |            |            |
| POV Wait Times                | 10.71      | 10.19      | 8.99       | 9.97       | 9.06       | 11.61      | 29.69      | 30.48      | 26.91      |
| POVs                          | 1,050,675  | 1,160,275  | 1,120,611  | 1,231,782  | 1,244,424  | 1,240,840  | 1,250,485  | 994,358    | 841,693    |
| RIO GRANDE CITY, TX           |            |            |            |            |            |            |            |            |            |
| POV Wait Times                | 6.68       | 5.64       | 4.92       | 5.12       | 3.41       | 4.57       | 14.77      | 12.37      | 13.92      |
| POVs                          | 350,796    | 354,036    | 371,252    | 412,908    | 402,949    | 413,914    | 427,898    | 320,496    | 265,334    |
| ROMA, TX                      |            |            |            |            |            |            |            |            |            |
| POV Wait Times                | 5.62       | 5.24       | 4.65       | 4.59       | 5.32       | 6.45       | 14.16      | 9.45       | 7.22       |
| POVs                          | 682,289    | 698,610    | 726,931    | 796,790    | 803,877    | 785,690    | 713,422    | 558,038    | 526,311    |
| SAN LUIS, AZ                  |            |            |            |            |            |            |            |            |            |
| POV Wait Times                | 31.88      | 27.58      | 35.73      | 45.9       | 51.13      | 46.46      | 78.20      | 79.31      | 72.74      |
| POVs                          | 2,906,578  | 2,952,286  | 3,100,024  | 3,036,398  | 3,157,647  | 3,336,725  | 2,894,655  | 2,332,379  | 2,673,661  |
| SANTA TERESA                  |            |            |            |            |            |            |            |            |            |
| POV Wait Times                | 11.79      | 8.19       | 10.83      | 14.52      | 13.78      | 18.93      | 36.33      | 34.85      | 27.24      |
| POVs                          | 403,158    | 459,875    | 513,207    | 595,354    | 617,641    | 554,948    | 573,975    | 426,919    | 411,436    |
| SAN YSIDRO                    |            |            |            |            |            |            |            |            |            |
| POV Wait Times                | 81.41      | 69.25      | 32.14      | 50.14      | 46.69      | 48.63      | 64.49      | 57.84      | 70.90      |
| POVs                          | 11,292,152 | 11,299,741 | 14,357,503 | 13,959,170 | 13,569,163 | 14,588,551 | 14,485,331 | 12,690,027 | 13,345,831 |

See footnotes at end of table.



**Table C1 (Continued)**

| Port/Wait Time/<br>POV Volume | 2013      | 2014      | 2015    | 2016    | 2017      | 2018      | 2019      | 2020    | 2021    |
|-------------------------------|-----------|-----------|---------|---------|-----------|-----------|-----------|---------|---------|
| SAULT<br>STE. MARIE, MI       |           |           |         |         |           |           |           |         |         |
| POV Wait Times                | 3.03      | 2         | 1.34    | 1.75    | 1.84      | 0.95      | 1.12      | 0.12    | 0.01    |
| POVs                          | 1,003,253 | 972,312   | 830,907 | 716,718 | 665,145   | 713,180   | 665,497   | 278,967 | 28,719  |
| SUMAS, WA                     |           |           |         |         |           |           |           |         |         |
| POV Wait Times                | 9.11      | 10.08     | 7.19    | 6.09    | 5.60      | 6.46      | 6.30      | 2.67    | 0.45    |
| POVs                          | 1,214,398 | 1,159,314 | 962,169 | 850,004 | 834,808   | 918,412   | 882,912   | 370,765 | 45,958  |
| SWEETGRASS, MT                |           |           |         |         |           |           |           |         |         |
| POV Wait Times                | 5.08      | 4.04      | 4.45    | 5.66    | 6         | 6         | 6.42      | 4.11    | 1.81    |
| POVs                          | 310,011   | 305,537   | 286,072 | 268,807 | 233,922   | 197,349   | 188,327   | 95,687  | 34,581  |
| TECATE, CA                    |           |           |         |         |           |           |           |         |         |
| POV Wait Times                | 39.99     | 32.63     | 23.2    | 29.83   | 31.16     | 30.77     | 39.75     | 39.21   | 49.28   |
| POVs                          | 737,060   | 789,642   | 891,068 | 943,208 | 1,037,241 | 1,085,274 | 1,014,570 | 663,887 | 457,071 |
| TORNILLO-<br>FABENS, TX       |           |           |         |         |           |           |           |         |         |
| POV Wait Times                | 5.84      | 5.54      | 4.51    | 4.36    | 3.97      | 4.59      | 10.57     | 8.22    | 7.71    |
| POVs                          | 300,796   | 285,988   | 273,302 | 300,922 | 320,121   | 358,415   | 442,325   | 366,131 | 319,647 |

<sup>1</sup> BorderStat.

<sup>2</sup> Operations Management Report (OMR).

<sup>3</sup> Ysleta was categorized as its own port distinct from El Paso, TX starting in 2019. Data for prior years have been updated to reflect this split out.

Source: OFO.

**Table C2.**

**OFO COV Wait Times (minutes) and Total Annual Flow, FY 2013 to 2021**

| Port/Wait Time/COV Volume       | 2013    | 2014    | 2015    | 2016    | 2017    | 2018    | 2019    | 2020    | 2021    |
|---------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| CBP-WELLESLEY ISLAND, POE       |         |         |         |         |         |         |         |         |         |
| COV Wait Times <sup>1</sup>     | 0.83    | 0.85    | 1.06    | 0.97    | 0.65    | 0.60    | 0.77    | 1.38    | 0.97    |
| COVs <sup>2</sup>               | 179,788 | 189,229 | 200,287 | 207,309 | 204,264 | 198,288 | 192,050 | 182,766 | 191,354 |
| BLAINE, BORDER CROSSING, CARS   |         |         |         |         |         |         |         |         |         |
| COV Wait Times                  | 7.53    | 7.8     | 8.63    | 9.24    | 8.96    | 9.45    | 8.65    | 10.84   | 9.31    |
| COVs                            | 349,315 | 363,622 | 379,487 | 366,821 | 367,121 | 372,040 | 373,326 | 337,663 | 369,576 |
| CBP-LOS INDIOS, BORDER STATION  |         |         |         |         |         |         |         |         |         |
| COV Wait Times                  | 3.22    | 3.18    | 0.85    | 0.52    | 0.91    | 1.10    | 6.73    | 2.18    | 6.86    |
| COVs                            | 30,398  | 32,305  | 25,031  | 26,971  | 24,754  | 33,563  | 59,552  | 52,001  | 87,866  |
| CBP-LOS TOMATES, PASSENGER XING |         |         |         |         |         |         |         |         |         |
| COV Wait Times                  | 12.20   | 16.30   | 18.00   | 11.71   | 12.44   | 16.37   | 17.18   | 7.26    | 19.12   |
| COVs                            | 178,944 | 178,303 | 178,876 | 188,244 | 197,127 | 214,595 | 225,147 | 215,680 | 237,716 |
| BUFFALO, PEACE BRIDGE           |         |         |         |         |         |         |         |         |         |
| COV Wait Times                  | 6.19    | 7.54    | 6.74    | 6.68    | 6.41    | 6.64    | 6.75    | 4.05    | 3.53    |
| COVs                            | 613,651 | 557,340 | 578,345 | 615,681 | 573,721 | 557,609 | 522,691 | 494,332 | 565,768 |
| CBP-LEWISTON, QUEENSTON BRIDGE  |         |         |         |         |         |         |         |         |         |
| COV Wait Times                  | 1.42    | 3.15    | 2.28    | 2.01    | 3.19    | 3.86    | 4.56    | 3.50    | 3.98    |
| COVs                            | 319,971 | 342,855 | 336,203 | 344,598 | 387,059 | 386,233 | 393,703 | 341,476 | 326,033 |
| CBP-CALAIS, POE PASSENGER       |         |         |         |         |         |         |         |         |         |
| COV Wait Times                  | 0.00    | 0.01    | 0.01    | 0.00    | 0.00    | 0.01    | 0.12    | 0.03    | 0.03    |
| COVs                            | 64,448  | 61,437  | 64,576  | 65,112  | 62,861  | 64,737  | 64,529  | 63,208  | 66,489  |
| CBP-CALEXICO, EAST BORDER XING  |         |         |         |         |         |         |         |         |         |
| COV Wait Times                  | 12.70   | 8.44    | 6.72    | 6.33    | 8.95    | 11.45   | 13.78   | 11.87   | 13.84   |
| COVs                            | 322,648 | 324,855 | 333,640 | 349,411 | 356,368 | 373,631 | 386,324 | 384,289 | 433,168 |
| CBP-CHAMPLAIN, PORT OF ENTRY    |         |         |         |         |         |         |         |         |         |
| COV Wait Times                  | 0.45    | 0.55    | 0.51    | 0.39    | 0.24    | 1.15    | 1.89    | 0.70    | 0.98    |
| COVs                            | 275,042 | 280,008 | 295,032 | 310,599 | 309,327 | 309,757 | 300,857 | 280,193 | 290,823 |
| COLUMBUS, BORDER CROSSING       |         |         |         |         |         |         |         |         |         |
| COV Wait Times                  | 1.74    | 3.3     | 3.16    | 3.34    | 2.75    | 3.61    | 7.73    | 9.11    | 12.65   |
| COVs                            | 11,192  | 14,242  | 13,849  | 13,842  | 15,299  | 16,401  | 17,577  | 18,726  | 21,784  |
| CBP-DEL RIO, INTL BRIDGE POE    |         |         |         |         |         |         |         |         |         |
| COV Wait Times                  | 1.74    | 1.54    | 1.19    | 1.03    | 0.81    | 1.53    | 7.27    | 1.64    | 1.55    |
| COVs                            | 67,282  | 68,358  | 69,854  | 73,163  | 74,904  | 76,796  | 73,300  | 67,603  | 73,407  |
| DERBY LINE, PORT OF ENTRY       |         |         |         |         |         |         |         |         |         |
| COV Wait Times                  | 0.44    | 0.33    | 0.3     | 0.51    | 1.54    | 1.14    | 0.14    | 0.05    | 0.02    |
| COVs                            | 91,767  | 94,862  | 97,948  | 100,367 | 95,469  | 89,905  | 88,719  | 88,155  | 89,727  |

See footnotes at end of table.

**Table C2 (Continued)**

| Port/Wait Time/COV Volume      | 2013      | 2014      | 2015      | 2016      | 2017      | 2018      | 2019      | 2020      | 2021      |
|--------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| CBP-DETROIT, AMBASSADOR BRIDGE |           |           |           |           |           |           |           |           |           |
| COV Wait Times                 | 7.78      | 10.07     | 7.57      | 7.73      | 5.66      | 7.90      | 7.91      | 6.54      | 5.66      |
| COVs                           | 1,479,931 | 1,501,712 | 1,495,532 | 1,566,289 | 1,555,472 | 1,557,632 | 1,520,248 | 1,352,415 | 1,384,678 |
| DETROIT, WINDSOR TUNNEL        |           |           |           |           |           |           |           |           |           |
| COV Wait Times                 | 2.82      | 3.64      | 2.22      | 2.32      | 2.44      | 3.22      | 3.81      | 1.96      | 0.12      |
| COVs                           | 43,407    | 39,217    | 35,188    | 34,350    | 26,367    | 22,336    | 19,855    | 13,400    | 10,287    |
| DOUGLAS, BORDER CROSSING       |           |           |           |           |           |           |           |           |           |
| COV Wait Times                 | 2.11      | 1.65      | 5.49      | 3.94      | 3.27      | 1.56      | 2.25      | 0.74      | 5.96      |
| COVs                           | 32,053    | 33,319    | 32,286    | 30,896    | 31,098    | 28,148    | 26,917    | 25,633    | 28,217    |
| CBP-EAGLE PASS, BRIDGE 2       |           |           |           |           |           |           |           |           |           |
| COV Wait Times                 | 9.02      | 10.46     | 8.07      | 4.91      | 4.87      | 4.08      | 2.19      | 1.55      | 2.82      |
| COVs                           | 116,281   | 133,050   | 140,813   | 154,253   | 167,503   | 172,720   | 179,323   | 149,865   | 169,848   |
| CBP-EL PASO, YSLETA PORT ENTRY |           |           |           |           |           |           |           |           |           |
| COV Wait Times                 | 10.2      | 9.05      | 6.86      | 16.96     | 17.15     | 18.91     | 27.12     | 25.44     | 20.91     |
| COVs                           | 421,523   | 440,468   | 315,245   | 402,902   | 506,370   | 529,394   | 561,437   | 585,162   | 651,252   |
| EL PASO, BOTA POE              |           |           |           |           |           |           |           |           |           |
| COV Wait Times                 | 13.11     | 12.91     | 19.52     | 22.22     | 16.94     | 17.33     | 25.90     | 17.77     | 29.75     |
| COVs                           | 312,332   | 314,394   | 436,697   | 353,831   | 273,013   | 267,243   | 241,291   | 159,570   | 183,473   |
| PHARR, PORT OF ENTRY           |           |           |           |           |           |           |           |           |           |
| COV Wait Times                 | 15.59     | 20.03     | 18.45     | 20.58     | 27.06     | 32.76     | 43.11     | 27.92     | 40.13     |
| COVs                           | 505,137   | 523,472   | 541,352   | 561,428   | 591,362   | 642,706   | 649,300   | 653,083   | 696,685   |
| CBP-HIGHGATE SPRINGS, POE      |           |           |           |           |           |           |           |           |           |
| COV Wait Times                 | 0.07      | 0.03      | 0.06      | 0.05      | 0.06      | 0.33      | 0.15      | 0.27      | 1.44      |
| COVs                           | 86,583    | 90,496    | 90,606    | 92,173    | 35,094    | 95,933    | 94,583    | 95,396    | 98,704    |
| CBP-HOULTON, PASSENGER PROC    |           |           |           |           |           |           |           |           |           |
| COV Wait Times                 | 0.81      | 0.9       | 0.75      | 0.82      | 0.94      | 0.98      | 0.86      | 0.86      | 0.94      |
| COVs                           | 84,035    | 85,061    | 82,476    | 88,443    | 92,477    | 92,836    | 89,267    | 88,181    | 86,509    |
| CBP-INTL FALLS, BORDER CROSSNG |           |           |           |           |           |           |           |           |           |
| COV Wait Times                 | 0.01      | 0.01      | 0.06      | 0.00      | 0.00      | 0.02      | 0.05      | 0.00      | 0.00      |
| COVs                           | 18,228    | 17,081    | 14,793    | 16,905    | 18,935    | 17,678    | 17,025    | 14,949    | 17,856    |
| CBP-JACKMAN, BORDER STATION    |           |           |           |           |           |           |           |           |           |
| COV Wait Times                 | 0.05      | 0.07      | 0.04      | 0.02      | 0.03      | 0.03      | 0.01      | 0.00      | 0.00      |
| COVs                           | 35,592    | 35,475    | 37,380    | 34,182    | 35,094    | 33,843    | 31,986    | 28,285    | 28,387    |
| COLUMBIA, LAREDO VEH-PED XING  |           |           |           |           |           |           |           |           |           |
| COV Wait Times                 | 5.26      | 4.61      | 4.97      | 5.39      | 3.86      | 1.05      | 9.44      | 4.10      | 5.82      |
| COVs                           | 368,168   | 375,511   | 358,162   | 352,896   | 483,020   | 394,395   | 420,803   | 380,560   | 634,434   |

See footnotes at end of table.

**Table C2 (Continued)**

| Port/Wait Time/COV Volume         | 2013      | 2014      | 2015      | 2016      | 2017      | 2018      | 2019      | 2020      | 2021      |
|-----------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| INS-LAREDO BRIDGE #4<br>*HIST*    |           |           |           |           |           |           |           |           |           |
| COV Wait Times                    | 22.45     | 20.82     | 23.34     | 16.77     | 14.72     | 21.97     | 26.19     | 18.89     | 10.70     |
| COVs                              | 1,450,247 | 1,551,526 | 1,642,833 | 1,714,408 | 1,646,107 | 1,889,268 | 1,947,314 | 1,877,219 | 1,905,154 |
| LUKEVILLE,<br>BORDER CROSSING     |           |           |           |           |           |           |           |           |           |
| COV Wait Times                    | 2.00      | 11.43     | 0.00      | 0.44      | 0.05      | 0.00      | 0.02      | 0.10      | 0.39      |
| COVs                              | 26        | 75        | 93        | 152       | 196       | 268       | 301       | 422       | 605       |
| LYNDEN,<br>BORDER CROSSING        |           |           |           |           |           |           |           |           |           |
| COV Wait Times                    | 4.65      | 4.11      | 5.14      | 5.43      | 4.95      | 4.84      | 5.02      | 3.65      | 1.47      |
| COVs                              | 46,100    | 43,566    | 43,069    | 46,651    | 44,279    | 42,968    | 43,418    | 51,147    | 43,752    |
| CBP-MADAWASKA,<br>BORDER CROSSING |           |           |           |           |           |           |           |           |           |
| COV Wait Times                    | 2.95      | 3.43      | 1.30      | 0.74      | 0.95      | 0.95      | 0.70      | 0.32      | 0.00      |
| COVs                              | 25,250    | 21,557    | 16,006    | 16,609    | 15,539    | 3,403     | 2,144     | 1,847     | 1,581     |
| CBP-MASSENA, PORT<br>OF ENTRY     |           |           |           |           |           |           |           |           |           |
| COV Wait Times                    | 0.00      | 0.01      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      |
| COVs                              | 29,024    | 24,214    | 22,241    | 24,552    | 27,256    | 26,967    | 26,092    | 24,298    | 25,422    |
| CBP-NACO,<br>BORDER CROSSING      |           |           |           |           |           |           |           |           |           |
| COV Wait Times                    | 0.64      | 0.55      | 0.59      | 0.57      | 0.70      | 1.80      | 2.61      | 0.54      | 2.16      |
| COVs                              | 3958      | 3661      | 3018      | 3201      | 3579      | 3124      | 3289      | 3429      | 4,091     |
| NOGALES WEST,<br>BORDER CROSSING  |           |           |           |           |           |           |           |           |           |
| COV Wait Times                    | 12.24     | 19.01     | 11.88     | 16.69     | 17.03     | 15.93     | 17.86     | 14.81     | 15.27     |
| COVs                              | 312536    | 310239    | 320554    | 328921    | 334661    | 337468    | 349101    | 342197    | 381,556   |
| NORTON, BORDER<br>CROSSING, POE   |           |           |           |           |           |           |           |           |           |
| COV Wait Times                    | 0.02      | 0.01      | 0.02      | 0.07      | 0.03      | 0.01      | 0.00      | 0.00      | 0.03      |
| COVs                              | 10,581    | 10,831    | 11,390    | 11,512    | 12,609    | 12,219    | 11,646    | 8,997     | 6,679     |
| OGDENSBURG,<br>PORT OF ENTRY      |           |           |           |           |           |           |           |           |           |
| COV Wait Times                    | 0.00      | 0.00      | 0.15      | 0.15      | 0.17      | 0.08      | 0.12      | 0.11      | 0.16      |
| COVs                              | 34,912    | 37,455    | 37,818    | 37,918    | 39,279    | 41,133    | 40,848    | 37,078    | 42,231    |
| OTAY MESA,<br>EXPORT OUTBOUND     |           |           |           |           |           |           |           |           |           |
| COV Wait Times                    | 32.92     | 35.34     | 31.71     | 33.75     | 37.04     | 34.34     | 55.31     | 38.37     | 40.20     |
| COVs                              | 831,836   | 800,493   | 822,691   | 873,599   | 927,111   | 961,736   | 953,782   | 887,758   | 1,005,456 |
| CBP-PEMBINA,<br>BORDER CROSSING   |           |           |           |           |           |           |           |           |           |
| COV Wait Times                    | 4.19      | 4.05      | 4.16      | 4.21      | 3.93      | 3.92      | 4.78      | 4.34      | 5.24      |
| COVs                              | 218,493   | 228,966   | 218,095   | 215,866   | 214,214   | 222,710   | 221,051   | 213,689   | 237,662   |
| POINT ROBERTS,<br>BORDER CROSSING |           |           |           |           |           |           |           |           |           |
| COV Wait Times                    | 1.41      | 1.22      | 1.12      | 1.49      | 1.00      | 1.73      | 1.06      | 0.04      | 0.02      |
| COVs                              | 17,174    | 17,748    | 18,286    | 15,449    | 13,560    | 14,608    | 12,303    | 6,236     | 1,549     |

See footnotes at end of table.

**Table C2 (Continued)**

| Port/Wait Time/COV Volume         | 2013    | 2014    | 2015    | 2016    | 2017    | 2018    | 2019    | 2020    | 2021    |
|-----------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| CBP-PORT HURON,<br>BLUE WATER BRG |         |         |         |         |         |         |         |         |         |
| COV Wait Times                    | 2.62    | 5.03    | 4.60    | 3.40    | 5.97    | 7.11    | 11.33   | 5.86    | 2.27    |
| COVs                              | 719,204 | 760,651 | 797,688 | 833,276 | 830,905 | 818,994 | 821,917 | 723,797 | 834,374 |
| PRESIDIO,<br>BORDER CROSSING      |         |         |         |         |         |         |         |         |         |
| COV Wait Times                    | 0.37    | 0.41    | 0.29    | 0.01    | 0.02    | 0.03    | 1.10    | 1.12    | 4.71    |
| COVs                              | 9,610   | 10,194  | 9,490   | 7,407   | 8,551   | 8,807   | 9,812   | 9,482   | 10,682  |
| PROGRESO,<br>INTERNATIONAL BRIDGE |         |         |         |         |         |         |         |         |         |
| COV Wait Times                    | 15.8    | 11.01   | 8.92    | 5.86    | 4.26    | 2.31    | 33.92   | 23.28   | 27.89   |
| COVs                              | 45,103  | 39,928  | 37,965  | 45,580  | 53,223  | 50,065  | 52,874  | 52,847  | 54,931  |
| RIO GRANDE CITY,<br>POE INTL BR   |         |         |         |         |         |         |         |         |         |
| COV Wait Times                    | 0.18    | 0.39    | 0.11    | 0.67    | 0.20    | 1.05    | 1.79    | 2.18    | 2.56    |
| COVs                              | 26,878  | 31,733  | 30,673  | 34,722  | 37,545  | 37,608  | 40,666  | 40,042  | 44,225  |
| ROMA,<br>BORDER CROSSING          |         |         |         |         |         |         |         |         |         |
| COV Wait Times                    | 0.57    | 0.73    | 1.16    | 0.97    | 1.10    | 1.11    | 1.46    | 1.75    | 2.28    |
| COVs                              | 7,029   | 7,778   | 7,949   | 7,455   | 7,638   | 7,677   | 10,956  | 19,732  | 30,991  |
| SAN LUIS, II POE<br>LAND BORDER   |         |         |         |         |         |         |         |         |         |
| COV Wait Times                    | 0.00    | 0.01    | 0.28    | 0.59    | 1.65    | 1.59    | 2.01    | 2.59    | 3.39    |
| COVs                              | 34,133  | 31,658  | 33,699  | 31,499  | 32,808  | 28,105  | 34,228  | 39,803  | 47,256  |
| SANTA TERESA,<br>PASSENGER OPS    |         |         |         |         |         |         |         |         |         |
| COV Wait Times                    | 8.2     | 8.3     | 10.66   | 14.6    | 14.32   | 14.94   | 9.28    | 8.61    | 14.64   |
| COVs                              | 80,692  | 84,615  | 95,932  | 106,708 | 113,357 | 116,064 | 127,443 | 134,701 | 155,359 |
| CBP-SAULT ST MARIE, POE           |         |         |         |         |         |         |         |         |         |
| COV Wait Times                    | 3.04    | 1.97    | 1.34    | 1.37    | 1.79    | 0.91    | 0.90    | 0.11    | 0.01    |
| COVs                              | 40,827  | 39,255  | 37,323  | 39,636  | 41,501  | 40,979  | 39,951  | 38,418  | 38,565  |
| SUMAS, PORT OF ENTRY              |         |         |         |         |         |         |         |         |         |
| COV Wait Times                    | 3.66    | 4.32    | 4.27    | 5.67    | 4.70    | 3.89    | 2.50    | 2.87    | 2.67    |
| COVs                              | 141,337 | 148,016 | 152,845 | 157,690 | 156,956 | 159,024 | 153,942 | 152,118 | 164,329 |
| CBP-SWEETGRASS,<br>BORDER LANE    |         |         |         |         |         |         |         |         |         |
| COV Wait Times                    | 4.71    | 4.14    | 3.55    | 4.45    | 3.85    | 3.40    | 4.60    | 5.00    | 6.45    |
| COVs                              | 133,295 | 143,836 | 134,786 | 127,829 | 127,310 | 128,527 | 140,195 | 131,089 | 147,541 |
| TECATE, PORT OF ENTRY             |         |         |         |         |         |         |         |         |         |
| COV Wait Times                    | 9.57    | 13.74   | 12.60   | 16.32   | 17.14   | 12.25   | 16.96   | 7.91    | 20.91   |
| COVs                              | 45,625  | 51,736  | 51,965  | 55,414  | 58,221  | 61,713  | 63,484  | 64,739  | 68,185  |

<sup>1</sup> Wait Times for COVs in regular COV Lanes.

<sup>2</sup> All COVs processed in regular COV and FAST Lanes.

Source: OFO.

# Appendix D – Infrastructure Capacity Utilization Rate at Each Land POE

**Table D1.**

**Number of Vehicles Processed by OFO Field Office per Booth-Hour, FY 2013 to 2021**

| Field Office  | Port                        | Crossing     | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|---------------|-----------------------------|--------------|------|------|------|------|------|------|------|------|------|
| Boston        | BEECHER FALLS, VT           | Beecher      | 21.5 | 21.7 | 24.1 | 27.3 | 30.5 | 28   | 28.3 | NA   | NA   |
|               |                             | Canaan       | 16   | 16.4 | 14.8 | 15.2 | 15.8 | 15.8 | 15.5 | 18.1 | NA   |
|               |                             | Pittsburg    | 30.2 | 36.5 | 38.5 | 39   | 46.5 | 43.5 | NA   | NA   | NA   |
|               | BRIDGEWATER, ME             | Bridgewater  | 20.1 | 19.1 | 16.1 | 14.9 | 14.9 | 14.7 | 15.0 | 16.6 | NA   |
|               | CALAIS, ME                  | Ferry Pt     | 58.7 | 54.5 | 48.6 | 45.2 | 46.3 | 46.7 | 46.4 | 42.2 | 21.2 |
|               |                             | Int'l Ave    | 29.7 | 28.2 | 21.8 | 20.9 | 21.3 | 20.4 | 20.6 | 19.4 | 26.1 |
|               |                             | Milltown     | 36.9 | 35   | 30.5 | 24.7 | 24.9 | 24.7 | 24.2 | 23.4 | NA   |
|               | DERBY LINE, VT              | Beebe        | 17.2 | 17.3 | 15.3 | 15   | 17.1 | 15.6 | 15.4 | 18.2 | NA   |
|               |                             | Derby Line   | 28.5 | 30.6 | 28   | 27.7 | 29   | 25.6 | 26.8 | 24.6 | 24.5 |
|               |                             | Derby Line 5 | 37.8 | 37.6 | 30.7 | 26.5 | 27.4 | 29.1 | 26.9 | 25.8 | NA   |
|               |                             | North Troy   | 18.6 | 18.7 | 16.4 | 15.8 | 18   | 16.6 | 16.0 | 16.9 | NA   |
|               | EASTPORT, ME                | Eastport     | 19.9 | 14.6 | NA   | NA   | NA   | NA   | NA   | NA   | NA   |
|               |                             | Lubec        | 28.1 | 28.4 | 27.1 | 27.2 | 27.5 | 27.4 | 26.6 | 20.0 | 17.3 |
|               | FORT FAIRFIELD, ME          | Easton       | 55.6 | 55.8 | 92.7 | NA   | NA   | NA   | NA   | NA   | NA   |
|               |                             | Ft Fairfield | 28   | 26.9 | 21.3 | 19.5 | 19.6 | 19.3 | 19.1 | 20.5 | NA   |
|               | FORT KENT, ME               | Estcourt     | 17.9 | 18.8 | 20.2 | 29.4 | 69.4 | NA   | NA   | 52.5 | NA   |
|               |                             | Ft Kent      | 30.9 | 29.8 | 25.7 | 21.8 | 21.1 | 21.5 | 20.8 | 22.4 | NA   |
|               | HIGHGATE SPRINGS/<br>ALBURG | Alburg       | 17.6 | 18.3 | 16.4 | 16   | 16.8 | 17.3 | 17.4 | 21.0 | NA   |
|               |                             | Highgate     | 34.1 | 34.4 | 32.8 | 32.8 | 32.9 | 28.0 | 29.4 | 29.7 | 24.4 |
|               |                             | Morses Line  | 16.3 | 17.9 | 16.3 | 16.2 | 16.2 | 17.2 | 17.7 | 23.6 | NA   |
|               | HOULTON, ME                 | Houlton      | 37.4 | 37.6 | 31.1 | 29.5 | 34.8 | 33.9 | 29.9 | 27.8 | 27.4 |
|               |                             | Monticello   | 75   | NA   | NA   | NA   | NA   | NA   | NA   | NA   | NA   |
|               |                             | Orient       | 27.2 | 27.1 | 24   | 25.1 | 43.7 | 41.6 | NA   | NA   | NA   |
|               | JACKMAN, ME                 | Coburn Gore  | 16   | 16.2 | 14.4 | 14.6 | 15.1 | 15.6 | 15.7 | 17.1 | NA   |
|               |                             | Jackman      | 17.1 | 20   | 15.7 | 15.9 | 17.4 | 17.6 | 17.8 | 16.9 | NA   |
|               |                             | St Aurelie   | 27.8 | 24.3 | 22.7 | 21.5 | 23.3 | 21.7 | 20.9 | 19.8 | 20.5 |
|               |                             | St Just      | 70.5 | 60.1 | 69.7 | 63.2 | 59.4 | 41.4 | NA   | 46.7 | 45.9 |
|               |                             | St Pamphile  | 41.4 | 36.8 | 41.8 | 44.8 | 53.7 | NA   | NA   | NA   | NA   |
|               |                             | St Zacharie  | 28.1 | 27.5 | 32.9 | 31.4 | 40.4 | NA   | NA   | 43.1 | 32.3 |
|               | LIMESTONE, ME               | Limestone    | 15.2 | 15.8 | 18.7 | 21.6 | 24.2 | 24.6 | 24.6 | 38.5 | NA   |
|               | MADAWASKA, ME               | Madawaska    | 55.9 | 51.7 | 45.5 | 41.6 | 43.8 | 45.1 | 45.5 | 44.2 | 42.3 |
|               | NORTON, VT                  | Norton       | 19.4 | 19.3 | 16.3 | 16.8 | 17.9 | 18.1 | 19.5 | 32.2 | NA   |
|               | RICHFORD, VT                | E Richford   | 36.1 | 36.3 | 38.2 | 31.1 | 37.1 | 56.8 | NA   | 28.0 | NA   |
| Pinnacle      |                             | 30           | 29.1 | 28.5 | 30   | 35.4 | 32.4 | NA   | NA   | NA   |      |
| Richford      |                             | 20           | 20.9 | 17.1 | 15.7 | 14.9 | 15.1 | 14.8 | 16.0 | NA   |      |
| W Berkshire   |                             | 14.8         | 16.6 | 15.4 | 15.7 | 15.3 | 14.7 | 14.2 | 14.3 | NA   |      |
| VAN BUREN, ME | Hamlin                      | 24.7         | 24.1 | 19.1 | 15.3 | 15.5 | 15.7 | 16.8 | 18.3 | NA   |      |
|               | Van Buren                   | 25.7         | 25.1 | 21.3 | 18.5 | 18.8 | 18.6 | 18.5 | 19.8 | NA   |      |
| VANCEBORO, ME | Vanceboro                   | 14           | 14.3 | 14.8 | 17.6 | 20.2 | 20.3 | 21.0 | 36.4 | NA   |      |

See footnotes at end of table.

**Table D1 (Continued)**

| Field Office | Port                     | Crossing         | 2013         | 2014  | 2015  | 2016  | 2017 | 2018  | 2019  | 2020  | 2021  |
|--------------|--------------------------|------------------|--------------|-------|-------|-------|------|-------|-------|-------|-------|
| Buffalo      | ALEXANDRIA BAY, NY       | 1000 Island Br   | 32.4         | 33    | 27.9  | 28.8  | 30.7 | 30.5  | 28.5  | 26.3  | 22.5  |
|              | BUFFALO-NIAGARA FALLS NY | Lewiston         | 40.8         | 41.9  | 38.1  | 38    | 40.4 | 42.0  | 43.8  | 39.4  | 18.5  |
|              |                          | Peace Bridge     | 40.9         | 41.5  | 38.3  | 37.3  | 36.6 | 35.9  | 36.4  | 33.7  | 22.5  |
|              |                          | Rainbow          | 39.8         | 41    | 35.3  | 33.7  | 36.8 | 38.3  | 39.6  | 37.2  | 18.6  |
|              |                          | Whirlpool        | 59.4         | 59.5  | 49.9  | 45.3  | 47.2 | 49.7  | 47.9  | 44.2  | 33.1  |
|              |                          | CAPE VINCENT, NY | Cape Vincent | 12.1  | 14.1  | 13    | 12.5 | 13.3  | 12.8  | 13.2  | 25.4  |
|              | CHAMPLAIN-ROUSES POINT   | Cannons          | 16.7         | 17.3  | 17    | 18.3  | 17.9 | 17.7  | 19.2  | 33.6  | NA    |
|              |                          | Champlain        | 34           | 35    | 32.9  | 31.2  | 32.4 | 33.5  | 34.9  | 29.8  | 15.8  |
|              |                          | Mooers           | 17.5         | 17.4  | 15.3  | 15.1  | 15.1 | 15.7  | 15.8  | 17.1  | NA    |
|              |                          | Overtons         | 20.1         | 20.3  | 18.3  | 17.3  | 17.7 | 17.6  | 18.5  | 17.8  | NA    |
|              |                          | Rouses Pt        | 21.7         | 22.2  | 19.3  | 18.7  | 20.1 | 20.3  | 20.7  | 17.4  | NA    |
|              | MASSENA, NY              | Massena          | 45.5         | 47    | 45.5  | 42.2  | 46.2 | 44.7  | 46.8  | 44.2  | 43.3  |
|              | OGDENSBURG, NY           | Ogdensburg       | 40.6         | 40.3  | 34.7  | 34.8  | 35.9 | 35.6  | 36.3  | 34.6  | 23.9  |
|              | TROUT RIVER, NY          | Burke            | NA           | NA    | NA    | NA    | NA   | NA    | NA    | NA    | NA    |
|              |                          | Chateaugay       | 14.4         | 15.1  | 14    | 14.2  | 14.5 | 14.3  | 14.5  | 16.3  | NA    |
|              |                          | Churubusco       | 18.9         | 21.3  | 23.7  | 27.2  | 36.6 | 40.6  | NA    | NA    | NA    |
|              |                          | Ft Covington     | 18.5         | 19.2  | 17.4  | 16.2  | 16.4 | 17.3  | 16.3  | 16.1  | NA    |
| Trout River  |                          | 14.5             | 14.9         | 14.2  | 13.8  | 14.4  | 14.7 | 14.8  | 16.9  | NA    |       |
| Chicago      | TOLEDO, OH               | Sandusky         | NA           | 12.6  | NA    | NA    | NA   | NA    | NA    | NA    |       |
| Detroit      | ALGONAC, MI              | Algonac          | 10.7         | 15.7  | 13.4  | 13.3  | NA   | NA    | NA    | NA    |       |
|              | DETROIT, MI              | Ambassador       | 36           | 36.1  | 36.6  | 37.9  | 39   | 41.9  | 42.9  | 39.9  | 37.1  |
|              |                          | Windsor          | 36.9         | 39.5  | 42.7  | 43.9  | 46.9 | 50.0  | 51.8  | 47.4  | 36.6  |
|              | PORT HURON, MI           | Marine City      | 14.1         | 20.5  | 16    | 16.2  | NA   | NA    | NA    | NA    |       |
|              |                          | Port Huron       | 42.8         | 42.2  | 38    | 34.8  | 38.9 | 41.5  | 42.4  | 39.1  | 20.0  |
|              | SAULT STE. MARIE, MI     | SSM              | 41           | 42    | 38.6  | 40.2  | 40.9 | 41.6  | 41.7  | 37.7  | 25.9  |
| El Paso      | COLUMBUS, NM             | Antelope         | 5.4          | 7.5   | 6.6   | 7     | 8.1  | 8.7   | 9.1   | 8.9   | NA    |
|              |                          | Columbus         | 32.7         | 28.4  | 29.9  | 32.6  | 37.7 | 41.1  | 42.2  | 35.5  | 31.5  |
|              | EL PASO, TX              | BOTA             | 44.2         | 48.3  | 50.3  | 51    | 54.3 | 55.5  | 52.5  | 47.5  | 44.3  |
|              |                          | PDN              | 38           | 39.9  | 44    | 43.5  | 46.5 | 47.9  | 45.8  | 40.9  | 39.6  |
|              |                          | Stanton St       | 110.1        | 119.6 | 114.9 | 123.2 | 132  | 133.0 | 148.8 | 131.2 | 127.4 |
|              |                          | Ysleta           | 45.9         | 49.7  | 53.4  | 56.3  | 59.7 | 62.5  | 65.9  | 57.5  | 55.1  |
|              | PRESIDIO, TX             | Presidio         | 41.1         | 40.9  | 43.5  | 44.1  | 45.7 | 47.5  | 48.7  | 47.3  | 45.3  |
|              | SANTA TERESA             | St Teresa        | 30.4         | 32.5  | 35.2  | 36.6  | 37.4 | 38.3  | 38.9  | 37.2  | 33.9  |
|              | TORNILLO, TX             | Ft Hancock       | 14.9         | 15    | 14.5  | 15.2  | 15.7 | 17.1  | 20.8  | 19.6  | 18.8  |
|              |                          | Tornillo         | 32.9         | 29    | 29.8  | 33.1  | 34.3 | 35.1  | 41.1  | 35.5  | 30.6  |
| Laredo       | BROWNSVILLE, TX          | B&M              | 52.7         | 57.6  | 56.8  | 58    | 67   | 67.2  | 63.1  | 57.7  | 52.4  |
|              |                          | Gateway          | 42.7         | 42.3  | 41.8  | 46.1  | 51.1 | 50.8  | 48.3  | 49.1  | 50.1  |
|              |                          | Los Indios       | 35.5         | 36.4  | 34.1  | 39.1  | 42.6 | 44.5  | 45.0  | 44.1  | 42.4  |
|              |                          | Veterans         | 50.1         | 51.2  | 49.5  | 52.1  | 58.1 | 61.0  | 59.6  | 53.4  | 53.0  |
|              | DEL RIO, TX              | Amistad          | 25.6         | 24.6  | 25.7  | 21.9  | 23   | 29.3  | 44.0  | 44.2  | NA    |
|              |                          | Del Rio          | 47.5         | 48.2  | 51.8  | 56.2  | 62.5 | 64.1  | 64.2  | 53.5  | 52.0  |
|              | EAGLE PASS, TX           | Eagle Pass I     | 51.9         | 51.5  | 51.4  | 52.5  | 54.5 | 54.2  | 52.5  | 46.4  | 40.6  |
|              |                          | Eagle Pass II    | 47.2         | 49.5  | 49.3  | 51    | 52.5 | 51.0  | 48.1  | 39.7  | 34.3  |
|              | HIDALGO, TX              | Anzalduas        | 57.7         | 55.9  | 51.5  | 52.1  | 52.3 | 50.1  | 52.1  | 47.3  | 44.9  |
|              |                          | Hidalgo          | 46.3         | 47.6  | 49.6  | 48.2  | 48.9 | 47.7  | 49.5  | 44.8  | 46.0  |
|              |                          | Pharr            | 53.1         | 50.7  | 47.4  | 46.8  | 48.7 | 47.8  | 52.1  | 43.2  | 41.3  |
|              | LAREDO, TX               | Col Solidarity   | 29.2         | 30.4  | 29.8  | 32    | 34.7 | 37.2  | 35.0  | 26.4  | 26.3  |
|              |                          | Convent          | 26.2         | 29.7  | 34.8  | 37.3  | NA   | 64.9  | 68.5  | 60.9  | 59.9  |
|              |                          | Lincoln-J        | 41.2         | 41.6  | 45.7  | 46    | 46.8 | 44.0  | 33.7  | 28.3  | 28.3  |

See footnotes at end of table.

**Table D1 (Continued)**

| Field Office   | Port                    | Crossing      | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|----------------|-------------------------|---------------|------|------|------|------|------|------|------|------|------|
| Laredo (cont.) | PROGRESO, TX            | Donna         | 41.2 | 42.5 | 42.2 | 42.8 | 44.1 | 46.6 | 49.4 | 45.2 | 41.2 |
|                |                         | Progreso      | 33.7 | 33.8 | 33.2 | 36.6 | 37.2 | 38.1 | 38.2 | 33.9 | 33.0 |
|                | RIO GRANDE CITY, TX     | Los Ebanos    | 16.2 | 15.8 | 14.8 | 15.4 | 14.7 | 14.8 | 14.5 | 14.6 | 15.4 |
|                |                         | Rio Grande    | 32.6 | 32.5 | 33.6 | 37.6 | 41.5 | 43.6 | 45.1 | 41.8 | 39.5 |
|                | ROMA, TX                | Falcon Dam    | 14.7 | 15.1 | 15.4 | 17.3 | 18.7 | 20.0 | 21.6 | 21.5 | 22.7 |
|                |                         | Roma          | 35.3 | 35.9 | 37.7 | 40.7 | 41.4 | 43.4 | 40.7 | 39.4 | 36.1 |
| Portland       | ALCAN, AK               | Alcan         | 16.3 | 16.3 | 13.8 | 17.5 | 20.6 | 20.9 | 16.8 | 23.1 | 20.1 |
|                | DALTON CACHE, AK        | Dalton        | 17.2 | 17.6 | 16.6 | 15.7 | 14.4 | 14.1 | 14.2 | 30.2 | NA   |
|                | KETCHIKAN, AK           | Ketchikan     | 12.9 | 13.6 | 13.3 | 13.5 | 14   | 14.4 | 13.6 | 11.7 | NA   |
|                | SKAGWAY, AK             | Skagway       | 23.4 | 24.6 | 20.5 | 20.6 | 22   | 24.2 | 25.3 | 25.3 | NA   |
| San Diego      | ANDRADE, CA             | Andrade       | 32.5 | 35.6 | 39.8 | 42.6 | 45.8 | 49.6 | 49.6 | 43.4 | 40.9 |
|                | CALEXICO-EAST           | Calexico/E    | 60.8 | 65.2 | 71.1 | 74.9 | 78.7 | 74.2 | 71.5 | 61.9 | 61.4 |
|                | CALEXICO, CA            | Calexico/W    | 48.9 | 49.3 | 53.1 | 55.1 | 57.6 | 57.6 | 65.2 | 63.4 | 61.9 |
|                | OTAY MESA               | Otay Mesa     | 63.7 | 74.3 | 76.9 | 81.4 | 79.2 | 84.9 | 83.9 | 75.1 | 68.3 |
|                | SAN YSIDRO              | San Ysidro    | 52.4 | 56.9 | 72.2 | 69.6 | 71.1 | 77.5 | 78.6 | 74.6 | 69.7 |
|                | TECATE, CA              | Tecate        | 55.7 | 57.7 | 59.5 | 65.3 | 73.2 | 75.8 | 74.6 | 71.6 | 71.8 |
| San Juan       | MAYAGUEZ, PR            | Mayaguez      | NA   | 33   | NA   | NA   | NA   | NA   | NA   | NA   | NA   |
| Seattle        | AMBROSE, ND             | Ambrose       | 88   | NA   | NA   | NA   | NA   | NA   | NA   | 59.7 | NA   |
|                | ANTLER, ND              | Antler        | 15   | 17.1 | 22.2 | 22.6 | 27.3 | 25.9 | NA   | 33.2 | NA   |
|                | BAUDETTE, MN            | Baudette      | 28.8 | 29.7 | 28.3 | 28.3 | 29.9 | 30.6 | 29.0 | 28.2 | NA   |
|                | BLAINE, WA              | Pacific Hwy   | 65.4 | 68.7 | 59.7 | 55.4 | 59.3 | 64.2 | 58.4 | 49.4 | 21.6 |
|                |                         | Peace Arch    | 79.3 | 83.1 | 70.6 | 63.5 | 66.4 | 64.7 | 60.7 | 54.4 | 22.6 |
|                | BOUNDARY, WA            | Border Patrol | 24.8 | 23.1 | 18.1 | 15.6 | 15   | 15.4 | 15.9 | 16.4 | NA   |
|                | CARBURY, ND             | Carbury       | 12.1 | 13.2 | 14.7 | 16.3 | 15.4 | 15.7 | 15.5 | 16.6 | NA   |
|                | DANVILLE, WA            | Danville      | 17   | 16.9 | 15.7 | 15.3 | 15.1 | 14.8 | 14.6 | 15.8 | NA   |
|                | DEL BONITA, MT          | Del Bonita    | 12.6 | 15.6 | 15.6 | 15.4 | 15.6 | 15.7 | 14.1 | 14.7 | NA   |
|                | DUNSEITH, ND            | Dunseith      | 15   | 15.5 | 13.8 | 13.6 | 13.8 | 13.6 | 13.8 | 13.1 | 18.2 |
|                | EASTPORT, ID            | Eastport ID   | 20.3 | 23.7 | 21.1 | 23.1 | 21.9 | 23.9 | 20.0 | 15.9 | 29.6 |
|                | FERRY, WA               | Ferry         | 17.4 | 17.8 | 21.3 | 16.4 | 17.2 | 16.7 | 15.1 | 27.6 | NA   |
|                | FORTUNA, ND             | Fortuna       | 18.5 | 22.1 | 18.4 | 19.9 | 19.5 | 16.9 | 17.5 | 23.9 | NA   |
|                | FRONTIER, WA            | Frontier      | 14.6 | 15.2 | 14.2 | 13.8 | 13.9 | 13.9 | 13.7 | 14.5 | NA   |
|                | GRAND PORTAGE, MN       | Grand Portage | 38.5 | 39.6 | 36.8 | 34.4 | 35   | 35.4 | 34.0 | 28.7 | NA   |
|                | HANSBORO, ND            | Hansboro      | 21.4 | 25.9 | 32.2 | 29.3 | 31.5 | 26.3 | NA   | 37.9 | NA   |
|                | INTERNATIONAL FALLS, MN | Int'l Falls   | 38.3 | 41.1 | 39.5 | 38.4 | 40.6 | 38.7 | 37.0 | 39.5 | 31.3 |
|                | LANCASTER, MN           | Lancaster     | 14.2 | 14.1 | 13.1 | 12.7 | 13   | 12.5 | 12.5 | 13.0 | NA   |
|                | LAURIER, WA             | Laurier       | 16.2 | 16.3 | 16.5 | 15.5 | 14.9 | 15.5 | 15.2 | 14.6 | NA   |
|                | LYNDEN, WA              | Lynden        | 51.7 | 53.1 | 43.4 | 40.8 | 42.2 | 47.3 | 45.8 | 47.2 | 26.4 |
|                | MAIDA, ND               | Maida         | 17.3 | 18.4 | 20.7 | 23   | 27.8 | 23.7 | NA   | 44.1 | NA   |
|                | METALINE FALLS          | Metaline      | 12.1 | 12.7 | 12.7 | 12.8 | 13.1 | 13.3 | 12.2 | 12.2 | NA   |
|                | MORGAN, MT              | Morgan        | 16.6 | 18.3 | 19.9 | 22.8 | 21.9 | 21.7 | NA   | 28.3 | NA   |
|                | NECHE, ND               | Neché         | 16.5 | 16.4 | 14.9 | 14.8 | 14.6 | 14.6 | 14.7 | 16.9 | NA   |
|                | NIGHTHAWK, WA           | Nighthawk     | 15.2 | 17.3 | 22.1 | 22.5 | 24.7 | 26.4 | NA   | NA   | NA   |
|                | NOONAN, ND              | Noonan        | 13.1 | 13.3 | 12.8 | 12.9 | 13.7 | 13.9 | 13.8 | 16.6 | NA   |
|                | NORTHGATE, ND           | Northgate     | 12.4 | 12.8 | 13.1 | 14.1 | 15.3 | 15.5 | 16.3 | 17.7 | NA   |
|                | OPHEIM, MT              | Opheim        | 60.4 | 54.7 | 60.5 | 68.9 | 63.7 | 65.2 | NA   | NA   | NA   |
|                | OROVILLE, WA            | Oroville      | 24.9 | 23.8 | 20.6 | 20.9 | 20.5 | 20.0 | 19.2 | 16.5 | NA   |
|                | PEMBINA, ND             | Pembina       | 28   | 29.9 | 26.8 | 26.9 | 27.9 | 28.6 | 28.5 | 27.7 | 22.2 |
| PIEGAN, MT     | Piegán                  | 19.9          | 22   | 19.9 | 21.1 | 20   | 20.6 | 22.1 | 16.6 | 21.1 |      |

See footnotes at end of table.



**Table D1 (Continued)**

| Field Office       | Port              | Crossing   | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |    |
|--------------------|-------------------|------------|------|------|------|------|------|------|------|------|------|----|
| Seattle<br>(cont.) | PINECREEK, MN     | Pine Creek | 29.7 | 34.1 | 43.3 | 48.1 | 65.2 | 69.7 | NA   | NA   | NA   |    |
|                    | POINT ROBERTS, WA | Pt Roberts | 78.4 | 82.6 | 84.2 | 78.7 | 77.4 | 83.9 | 79.4 | 58.0 | 20.2 |    |
|                    | PORTAL, ND        | Portal     | 17   | 17.4 | 15.3 | 14.5 | 14.7 | 14.8 | 14.3 | 16.5 | NA   |    |
|                    | PORTHILL, ID      | Porthill   | 35.1 | 35.4 | 30.1 | 26.2 | 25.9 | 28.5 | 26.2 | 24.3 | NA   |    |
|                    | RAYMOND, MT       | Raymond    | 13.1 | 14.3 | 14.3 | 13.7 | 14   | 14.0 | 14.6 | 17.3 | NA   |    |
|                    | ROOSVILLE, MT     | Roosville  | 28.6 | 30.1 | 26.8 | 24.9 | 25.7 | 26.5 | 26.7 | 22.3 | NA   |    |
|                    | ROSEAU, MN        | Roseau     | 12.6 | 12.9 | 12.2 | 12.3 | 12.7 | 12.6 | 12.5 | 15.0 | NA   |    |
|                    | SARLES, ND        | Sarles     | 39.8 | 51.8 | 53.8 | 41.4 | 44.8 | 33.3 | NA   | 41.4 | NA   |    |
|                    | SCOBAY, MT        | Scobey     | 29   | 26.6 | 33.8 | 42.4 | 42.2 | 40.0 | NA   | NA   | NA   |    |
|                    | SHERWOOD, ND      | Sherwood   | 13.6 | 14.7 | 14.6 | 15.2 | 15.9 | 15.4 | 16.2 | 18.3 | NA   |    |
|                    | ST JOHN, ND       | St. John   | 13.3 | 14.1 | 16.1 | 17.7 | 18.8 | 19.8 | 17.9 | 26.0 | NA   |    |
|                    | SUMAS, WA         | Sumas      | 51.8 | 53.7 | 49.5 | 46.1 | 47.7 | 49.2 | 44.0 | 38.5 | 20.2 |    |
|                    | SWEETGRASS, MT    | Sweetgrass | 27.9 | 30.3 | 27.1 | 27.4 | 28.6 | 28.5 | 26.5 | 24.8 | 16.6 |    |
|                    | TURNER, MT        | Turner     | 13.4 | 15   | 17.2 | 18.8 | 19.9 | 21.0 | 19.0 | 17.4 | NA   |    |
|                    | WALHALLA, ND      | Walhalla   | 13.8 | 14.4 | 13.2 | 13.1 | 13.1 | 13.0 | 13.1 | 14.8 | NA   |    |
|                    | WARROAD, MN       | OARS       | NA   | 13.8 | 24.5 | NA   | NA   | NA   | NA   | NA   | NA   | NA |
|                    |                   | Warroad    | 17.5 | 17.8 | 17.6 | 17.7 | 19.2 | 19.2 | 17.8 | 17.8 | NA   | NA |
|                    | WESTHOPE, ND      | Westhope   | 14.2 | 15.9 | 16.9 | 19.5 | 21.6 | 22.2 | 20.3 | 25.2 | NA   |    |
|                    | WHITLASH, MT      | Whitlash   | 59.6 | NA   | 55.4 | 72.3 | NA   | 55.2 | NA   | NA   | NA   |    |
|                    | WILDHORSE, MT     | Wildhorse  | 12.3 | 13.2 | 12.6 | 12.9 | 13   | 13.1 | 14.1 | 19.4 | NA   |    |
| WILLOW CREEK, MT   | Willow Creek      | 17.1       | 19.1 | 35.5 | 41.1 | 49   | 39.2 | NA   | 44.2 | NA   |      |    |
| Tucson             | DOUGLAS, AZ       | Douglas    | 42.9 | 40.6 | 40.2 | 40.2 | 42.3 | 43.2 | 41.9 | 35.5 | 37.1 |    |
|                    | LUKEVILLE, AZ     | Lukeville  | 28   | 29.6 | 30.5 | 33.6 | 37.4 | 38.9 | 38.7 | 31.6 | 39.0 |    |
|                    | NACO, AZ          | Naco       | 33.6 | 37   | 38.7 | 37.9 | 37.8 | 40.0 | 41.5 | 34.8 | 38.5 |    |
|                    | NOGALES, AZ       | Deconcini  | 44.4 | 46.1 | 48.7 | 51.7 | 52.3 | 54.6 | 49.9 | 41.9 | 41.4 |    |
|                    |                   | Mariposa   | 36.6 | 39.2 | 39.9 | 40.4 | 41.7 | 44.4 | 38.4 | 32.2 | 29.5 |    |
|                    | SAN LUIS, AZ      | San Luis   | 40.2 | 43.3 | 45.4 | 48.2 | 48.6 | 51.8 | 53.1 | 49.9 | 49.9 |    |
|                    | SASABE, AZ        | Sasabe     | 18   | 16.8 | 15.3 | 15.1 | 16   | 15.6 | 15.1 | 15.9 | 18.1 |    |

Notes: As of 2019, OFO no longer reports on the crossings of Burke at Trout River, NY, Sandusky at Toledo, OH, Mayaguez at Mayaguez, PR, and OARS at Warroad, MN. These crossings are retained for historical purposes.

Source: OFO.

# Appendix E – Frequency of Secondary Inspections at Each Land POE

**Table E1.**

**OFO Northern Land Border Passenger Inspection Rate, FY 2013 to 2021**

| Secondary Exam Rate            | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         | 2019         | 2020         | 2021         |
|--------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Northern Land</b>           | <b>7.70%</b> | <b>7.67%</b> | <b>7.50%</b> | <b>7.30%</b> | <b>7.23%</b> | <b>3.44%</b> | <b>3.47%</b> | <b>4.14%</b> | <b>6.65%</b> |
| Alcan, AK                      | 0.95%        | 0.87%        | 5.20%        | 5.48%        | 6.69%        | 2.67%        | 4.19%        | 2.85%        | 5.18%        |
| Alexandria Bay, NY             | 6.94%        | 7.09%        | 7.74%        | 8.36%        | 4.81%        | 4.43%        | 5.00%        | 4.49%        | 9.35%        |
| Ambrose, ND                    | 3.54%        | 4.15%        | 2.49%        | 2.73%        | 3.07%        | 1.69%        | 6.01%        | 1.75%        | 28.72%       |
| Anacortes, WA                  | 2.15%        | 2.32%        | 2.36%        | 2.12%        | NA           | 2.38%        | 6.81%        | 5.46%        | NA           |
| Antler, ND                     | 3.54%        | 3.38%        | 2.42%        | 2.36%        | 2.74%        | 25.99%       | 3.15%        | 8.06%        | 4.07%        |
| Bar Harbor, ME                 | NA           | NA           | NA           | NA           | NA           | 1.73%        | NA           | 2.66%        | NA           |
| Baudette, MN                   | 5.84%        | 5.69%        | 6.04%        | 7.08%        | 3.83%        | 4.38%        | 6.00%        | 4.29%        | 6.23%        |
| Beecher Falls, VT              | 10.04%       | 11.14%       | 11.23%       | 10.80%       | 3.55%        | 1.90%        | 2.02%        | 2.34%        | 2.56%        |
| Blaine, WA                     | 10.66%       | 10.05%       | 9.42%        | 8.08%        | 7.85%        | 3.35%        | 3.52%        | 4.21%        | 7.97%        |
| Boundary, WA                   | 9.86%        | 9.03%        | 11.76%       | 8.82%        | 3.64%        | 3.30%        | 2.05%        | 2.16%        | 0.78%        |
| Bridgewater, ME                | 1.93%        | 2.20%        | 2.21%        | 2.08%        | 2.12%        | 2.00%        | 2.52%        | 3.18%        | 2.25%        |
| Buffalo-Niagara Falls, NY      | 5.99%        | 5.96%        | 6.08%        | 6.87%        | 5.72%        | 2.78%        | 2.75%        | 2.93%        | 5.37%        |
| Calais, ME                     | 3.28%        | 3.22%        | 3.50%        | 4.00%        | 3.79%        | 2.60%        | 2.72%        | 2.81%        | 3.93%        |
| Cape Vincent, NY               | 2.21%        | 2.47%        | 2.25%        | 1.46%        | 1.94%        | 0.56%        | 0.57%        | 0.84%        | NA           |
| Carbury, ND                    | 25.12%       | 24.77%       | 25.61%       | 25.92%       | 4.67%        | 3.76%        | 2.47%        | 2.53%        | 5.73%        |
| Champlain-Rouses Point, NY     | 20.04%       | 21.37%       | 21.94%       | 15.43%       | 7.50%        | 4.42%        | 4.02%        | 4.64%        | 7.57%        |
| Dalton Cache, AK               | 2.86%        | 1.65%        | 2.91%        | 1.39%        | 3.83%        | 1.14%        | 1.38%        | 1.14%        | 0.99%        |
| Danville, WA                   | 2.92%        | 5.85%        | 1.37%        | 1.69%        | 2.24%        | 1.36%        | 2.51%        | 2.68%        | 1.13%        |
| Del Bonita, MT                 | 3.07%        | 2.49%        | 2.47%        | 2.60%        | 3.79%        | 2.17%        | 3.91%        | 4.80%        | 17.39%       |
| Derby Line, VT                 | 3.43%        | 3.67%        | 3.89%        | 4.23%        | 4.67%        | 2.40%        | 3.10%        | 3.68%        | 6.48%        |
| Detroit, MI                    | 8.27%        | 8.76%        | 7.61%        | 6.56%        | 3.80%        | 3.01%        | 2.76%        | 3.18%        | 4.71%        |
| Dunseith, ND                   | 4.77%        | 3.65%        | 2.62%        | 3.32%        | 4.76%        | 5.51%        | 6.07%        | 6.06%        | 5.38%        |
| Eastport, ID                   | 7.03%        | 15.04%       | 6.85%        | 10.83%       | 8.58%        | 5.57%        | 6.05%        | 5.42%        | 2.96%        |
| Eastport, ME                   | 1.15%        | 1.87%        | 2.70%        | 3.31%        | 2.95%        | 1.36%        | 1.30%        | 1.00%        | 0.38%        |
| Ferry, WA                      | 7.44%        | 12.96%       | 4.20%        | 5.01%        | 4.47%        | 2.29%        | 3.96%        | 3.79%        | 2.60%        |
| Fort Fairfield, ME             | 1.33%        | 1.14%        | 1.64%        | 1.67%        | 1.88%        | 1.15%        | 1.06%        | 1.10%        | 1.38%        |
| Fort Kent, ME                  | 3.64%        | 3.07%        | 3.64%        | 3.94%        | 3.49%        | 2.07%        | 2.08%        | 1.96%        | 2.32%        |
| Fortuna, ND                    | 9.24%        | 9.29%        | 7.37%        | 7.12%        | 4.31%        | 3.90%        | 4.22%        | 7.61%        | 21.75%       |
| Friday Harbor, WA              | 9.64%        | 11.14%       | 10.09%       | 8.41%        | 0.61%        | 30.49%       | 21.23%       | NA           | NA           |
| Frontier, WA                   | 5.84%        | 4.93%        | 7.74%        | 3.34%        | 4.52%        | 3.21%        | 3.42%        | 2.15%        | 1.53%        |
| Grand Portage, MN              | 2.69%        | 1.70%        | 1.45%        | 1.41%        | 3.13%        | 3.02%        | 3.42%        | 4.38%        | 6.01%        |
| Hannah, ND                     | 10.01%       | 8.09%        | 15.12%       | 8.35%        | 13.51%       | 9.74%        | 8.47%        | 9.32%        | NA           |
| Hansboro, ND                   | 5.71%        | 6.11%        | 3.43%        | 2.99%        | 5.28%        | 4.75%        | 3.98%        | 5.42%        | 9.96%        |
| Highgate Springs-Alburg, VT    | 2.82%        | 4.82%        | 5.31%        | 4.06%        | 7.94%        | 4.88%        | 4.68%        | 4.98%        | 5.68%        |
| Houlton, ME                    | 3.39%        | 3.13%        | 3.25%        | 3.89%        | 3.90%        | 2.38%        | 2.92%        | 2.85%        | 3.95%        |
| International Falls-Ranier, MN | 7.56%        | 5.55%        | 6.41%        | 5.44%        | 2.77%        | 2.71%        | 4.29%        | 5.07%        | 7.35%        |
| Jackman, ME                    | 4.11%        | 4.21%        | 4.44%        | 5.37%        | 4.95%        | 3.42%        | 5.42%        | 6.22%        | 3.32%        |
| Ketchikan, AK                  | 2.99%        | 1.41%        | 1.44%        | 3.40%        | 1.11%        | 1.73%        | 2.28%        | 2.27%        | NA           |
| Lancaster, MN                  | 8.90%        | 9.40%        | 11.07%       | 11.10%       | 6.56%        | 3.32%        | 4.64%        | 7.93%        | 4.41%        |

See footnotes at end of table.

**Table E1 (Continued)**

| Secondary Exam Rate    | 2013   | 2014   | 2015   | 2016   | 2017   | 2018   | 2019   | 2020   | 2021   |
|------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Laurier, WA            | 1.80%  | 1.83%  | 2.59%  | 7.76%  | 4.03%  | 2.10%  | 2.22%  | 2.09%  | 1.08%  |
| Limestone L, ME        | 1.99%  | 1.61%  | 2.41%  | 2.03%  | 2.25%  | 1.67%  | 1.36%  | 1.04%  | 1.16%  |
| Lynden, WA, WA         | 3.19%  | 3.44%  | 5.48%  | 4.37%  | 6.31%  | 5.94%  | 5.84%  | 12.32% | 47.89% |
| Madawaska, ME          | 1.75%  | 1.80%  | 2.22%  | 1.85%  | 2.51%  | 1.47%  | 1.53%  | 1.49%  | 1.35%  |
| Maida, ND              | 12.52% | 16.94% | 18.00% | 16.46% | 7.59%  | 5.07%  | 8.50%  | 9.83%  | 10.57% |
| Massena, NY            | 2.62%  | 2.89%  | 2.63%  | 2.88%  | 1.89%  | 2.92%  | 2.83%  | 3.38%  | 4.28%  |
| Metaline Falls, WA     | 12.42% | 10.32% | 6.81%  | 6.29%  | 6.19%  | 4.22%  | 4.89%  | 6.72%  | 3.71%  |
| Morgan, MT             | 11.48% | 7.77%  | 10.73% | 7.69%  | 16.87% | 44.84% | 37.36% | 28.33% | 11.04% |
| Neche, ND              | 6.12%  | 8.92%  | 12.34% | 13.06% | 6.78%  | 5.52%  | 5.84%  | 6.83%  | 1.77%  |
| Nighthawk, WA          | 1.26%  | 1.57%  | 0.77%  | 1.13%  | 4.08%  | 2.33%  | 2.21%  | 4.14%  | 10.50% |
| Noonan, ND             | 9.02%  | 6.92%  | 9.19%  | 10.13% | 3.21%  | 2.51%  | 4.57%  | 3.31%  | 3.37%  |
| Northgate, ND          | 2.14%  | 3.25%  | 3.21%  | 2.79%  | 3.72%  | 2.92%  | 2.95%  | 5.23%  | 3.27%  |
| Norton, VT             | 13.02% | 13.79% | 17.08% | 23.18% | 2.84%  | 1.51%  | 1.48%  | 1.67%  | 1.70%  |
| Ogdensburg, NY         | 7.78%  | 8.32%  | 8.48%  | 9.18%  | 4.07%  | 5.56%  | 5.76%  | 10.51% | 39.39% |
| Opheim, MT             | 0.49%  | 1.08%  | 5.52%  | 5.04%  | 11.40% | 8.66%  | 5.58%  | 5.98%  | 6.78%  |
| Oroville, WA           | 16.28% | 18.86% | 18.65% | 15.66% | 11.46% | 15.41% | 15.61% | 20.97% | 48.16% |
| Pembina, ND            | 13.98% | 7.50%  | 6.95%  | 7.12%  | 7.55%  | 7.16%  | 6.36%  | 7.08%  | 8.56%  |
| Piegan, MT             | 10.64% | 13.46% | 6.25%  | 5.94%  | 6.34%  | 2.18%  | 1.49%  | 3.13%  | 12.74% |
| Pinecreek, MN          | 9.50%  | 9.96%  | 12.98% | 13.06% | 7.25%  | 6.83%  | 8.53%  | 15.65% | 31.79% |
| Point Roberts, WA      | 9.32%  | 9.26%  | 6.63%  | 4.95%  | 3.98%  | 1.95%  | 1.81%  | 1.58%  | 1.70%  |
| Port Angeles, WA       | 1.88%  | 2.48%  | 2.42%  | 2.68%  | NA     | 28.09% | 8.53%  | 28.62% | NA     |
| Port Huron, MI         | 7.45%  | 7.34%  | 7.85%  | 11.41% | 3.94%  | 12.48% | 3.04%  | 0.60%  | 6.62%  |
| Portal, ND             | 12.82% | 15.85% | 12.02% | 12.67% | 10.87% | 3.22%  | 22.32% | 10.09% | 34.34% |
| Porthill, ID           | 14.77% | 14.56% | 14.24% | 15.04% | 3.92%  | 3.18%  | 11.28% | 4.75%  | 7.37%  |
| Portland, ME           | NA     | 4.08%  | 3.95%  | 2.06%  | 1.49%  | 1.71%  | 1.14%  | NA     | NA     |
| Raymond, MT            | 5.77%  | 4.10%  | 6.60%  | 16.67% | 15.44% | 5.61%  | 3.19%  | 5.40%  | 3.24%  |
| Richford, VT           | 13.12% | 3.08%  | 5.79%  | 5.96%  | 5.31%  | 2.81%  | 2.84%  | 2.66%  | 3.59%  |
| Roosville, MT          | 3.35%  | 3.08%  | 3.41%  | 4.08%  | 6.11%  | 3.58%  | 3.16%  | 3.89%  | 3.53%  |
| Roseau, MN             | 9.64%  | 10.39% | 9.38%  | 8.10%  | 7.15%  | 6.60%  | 8.36%  | 9.78%  | 4.82%  |
| Sarles, ND             | 17.57% | 17.15% | 20.64% | 15.77% | 9.80%  | 5.54%  | 8.26%  | 9.36%  | 5.22%  |
| Sault Sainte Marie, MI | 3.95%  | 2.70%  | 3.22%  | 2.74%  | 2.32%  | 2.06%  | 2.05%  | 2.60%  | 8.60%  |
| Scobey, MT             | 1.75%  | 1.79%  | 1.98%  | 3.89%  | 11.65% | 9.19%  | 8.23%  | 6.27%  | 1.68%  |
| Sherwood, ND           | 1.70%  | 2.82%  | 1.88%  | 2.24%  | 1.69%  | 1.38%  | 1.61%  | 2.00%  | 2.96%  |
| Skagway, AK            | 2.08%  | 1.70%  | 4.10%  | 4.03%  | 8.10%  | 3.03%  | 4.39%  | 5.61%  | 3.20%  |
| St. John, ND           | 32.22% | 32.29% | 32.22% | 32.30% | 3.07%  | 5.17%  | 3.83%  | 7.37%  | 10.53% |
| Sumas, WA              | 7.03%  | 8.06%  | 8.70%  | 10.20% | 4.76%  | 2.38%  | 2.48%  | 2.51%  | 2.27%  |
| Sweetgrass, MT         | 10.27% | 5.80%  | 2.71%  | 2.40%  | 9.32%  | 5.09%  | 6.17%  | 7.10%  | 7.42%  |
| Trout River, NY        | 1.73%  | 1.53%  | 1.52%  | 1.46%  | 2.13%  | 1.30%  | 1.37%  | 1.76%  | 0.96%  |
| Turner, MT             | 5.93%  | 4.83%  | 5.92%  | 7.76%  | 4.87%  | 3.60%  | 8.74%  | 10.13% | 15.84% |
| Van Buren, ME          | 3.17%  | 2.67%  | 3.15%  | 3.82%  | 3.11%  | 2.19%  | 1.95%  | 2.44%  | 4.79%  |
| Vanceboro, ME          | 3.79%  | 7.06%  | 15.86% | 29.83% | 12.29% | 3.13%  | 3.04%  | 2.40%  | 3.54%  |
| Walhalla, ND           | 12.29% | 15.35% | 15.99% | 12.56% | 6.66%  | 4.52%  | 5.09%  | 5.77%  | 4.50%  |
| Warroad, MN            | 10.15% | 8.73%  | 5.94%  | 4.27%  | 3.35%  | 3.42%  | 3.42%  | 2.85%  | 2.37%  |
| Westhope, ND           | 12.98% | 7.97%  | 6.70%  | 10.77% | 2.39%  | 3.75%  | 4.13%  | 3.81%  | 3.18%  |
| Whitlash, MT           | 1.07%  | 1.34%  | 1.25%  | 1.93%  | 3.25%  | 3.59%  | 2.81%  | 3.08%  | 18.60% |
| Wildhorse, MT          | 1.34%  | 1.38%  | 2.36%  | 2.47%  | 5.51%  | 3.52%  | 3.27%  | 6.72%  | 15.62% |
| Willow Creek, MT       | NA     | NA     | NA     | NA     | 8.21%  | 12.36% | 7.67%  | 11.13% | 29.43% |

Source: OFO.

Table E2.

## OFO Southwest Land Border Passenger Inspection Rate, FY 2013 to 2021

| SW POEs Secondary Exam Rate               | 2013          | 2014          | 2015          | 2016          | 2017          | 2018         | 2019         | 2020         | 2021         |
|-------------------------------------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|
| <b>Southwest Land</b>                     | <b>12.60%</b> | <b>11.82%</b> | <b>12.06%</b> | <b>11.88%</b> | <b>12.20%</b> | <b>3.38%</b> | <b>3.05%</b> | <b>3.76%</b> | <b>4.26%</b> |
| Andrade, CA                               | 4.71%         | 6.71%         | 7.14%         | 4.03%         | 3.59%         | 2.55%        | 2.65%        | 2.74%        | 2.95%        |
| Boquillas, TX                             | NA            | NA            | NA            | NA            | 1.09%         | 0.67%        | 1.16%        | 0.58%        | NA           |
| Brownsville, TX                           | 15.61%        | 14.89%        | 15.45%        | 15.96%        | 5.33%         | 4.72%        | 4.21%        | 5.19%        | 5.53%        |
| Calexico East, CA                         | 5.70%         | 5.26%         | 4.23%         | 3.68%         | 2.77%         | 2.49%        | 2.27%        | 2.94%        | 4.71%        |
| Calexico, CA                              | 16.49%        | 15.20%        | 16.32%        | 12.78%        | 3.28%         | 3.10%        | 2.81%        | 3.69%        | 3.39%        |
| Columbus, NM                              | 28.38%        | 28.06%        | 22.89%        | 27.41%        | 5.93%         | 6.41%        | 3.45%        | 5.02%        | 7.90%        |
| Del Rio, TX                               | 6.46%         | 6.49%         | 4.55%         | 4.38%         | 2.46%         | 5.47%        | 4.83%        | 5.93%        | 6.31%        |
| Douglas, AZ                               | 6.26%         | 5.68%         | 5.74%         | 6.68%         | 3.93%         | 3.79%        | 3.71%        | 5.05%        | 5.31%        |
| Eagle Pass, TX                            | 10.84%        | 11.69%        | 12.11%        | 13.84%        | 3.48%         | 3.73%        | 3.26%        | 3.93%        | 4.33%        |
| El Paso, TX                               | 13.18%        | 14.34%        | 17.99%        | 16.83%        | 2.87%         | 2.55%        | 2.22%        | 2.68%        | 3.24%        |
| Hidalgo, TX                               | 19.08%        | 16.25%        | 16.79%        | 16.84%        | 5.30%         | 4.99%        | 4.13%        | 4.96%        | 5.01%        |
| Laredo, TX                                | 34.31%        | 30.82%        | 28.18%        | 28.15%        | 3.00%         | 3.35%        | 3.25%        | 4.77%        | 5.94%        |
| Lukeville, AZ                             | 2.62%         | 2.17%         | 1.87%         | 2.08%         | 6.00%         | 4.19%        | 3.96%        | 4.60%        | 4.25%        |
| Naco, AZ                                  | 4.20%         | 5.34%         | 4.91%         | 4.28%         | 4.42%         | 4.00%        | 3.51%        | 5.56%        | 4.30%        |
| Nogales, AZ                               | 9.66%         | 9.67%         | 9.82%         | 9.76%         | 3.66%         | 3.10%        | 2.99%        | 3.68%        | 4.86%        |
| Otay Mesa, CA                             | 6.05%         | 4.58%         | 4.74%         | 4.57%         | 3.86%         | 3.43%        | 3.12%        | 1.43%        | 4.31%        |
| Otay-Cross Border, CA (UFA <sup>1</sup> ) | NA            | NA            | NA            | NA            | NA            | 1.48%        | 1.20%        | 3.64%        | 1.76%        |
| Presidio, TX                              | 9.61%         | 11.89%        | 9.58%         | 8.32%         | 3.50%         | 3.06%        | 2.76%        | 2.76%        | 3.01%        |
| Progreso, TX                              | 8.00%         | 8.72%         | 9.18%         | 7.99%         | 3.56%         | 3.13%        | 3.30%        | 4.39%        | 5.11%        |
| Rio Grande City, TX                       | 12.67%        | 10.89%        | 8.63%         | 8.69%         | 4.46%         | 4.81%        | 4.85%        | 7.43%        | 14.05%       |
| Roma, TX                                  | 18.94%        | 17.40%        | 16.24%        | 15.12%        | 4.63%         | 3.28%        | 3.14%        | 3.90%        | 4.49%        |
| San Luis, AZ                              | 15.07%        | 14.26%        | 16.06%        | 16.65%        | 3.12%         | 2.75%        | 2.81%        | 2.91%        | 2.97%        |
| San Ysidro, CA                            | 2.37%         | 2.13%         | 1.99%         | 2.75%         | 4.48%         | 5.92%        | 4.61%        | 4.59%        | 3.53%        |
| Santa Teresa, NM                          | 15.55%        | 9.80%         | 8.03%         | 7.71%         | 3.99%         | 3.19%        | 2.74%        | 3.28%        | 7.09%        |
| Sasabe, AZ                                | 6.05%         | 5.69%         | 5.41%         | 5.53%         | 6.05%         | 6.73%        | 11.63%       | 17.27%       | 7.28%        |
| Tecate, CA                                | 6.59%         | 6.66%         | 6.43%         | 5.43%         | 4.41%         | 3.08%        | 2.74%        | 2.95%        | 3.33%        |
| Tornillo, TX                              | NA            | NA            | NA            | NA            | 8.83%         | 7.46%        | 6.56%        | 7.56%        | 6.92%        |
| Valley International Airport, TX (UFA)    | NA            | NA            | NA            | NA            | 0.98%         | NA           | 1.27%        | NA           | NA           |
| Ysleta, TX                                | NA            | NA            | NA            | NA            | NA            | NA           | 2.39%        | 2.90%        | 3.16%        |

<sup>1</sup> User Fee Airport.

Source: OFO.

# Appendix F – Potentially High-Risk Containers Reviewed, Assessed, or Scanned – Maritime POE

**Table F1.**

**Potentially High-Risk Containers Reviewed, Assessed, or Scanned from FY 2016 to 2021 (with comparison of Ratio of FY 2021 to 2020)**

| Port of Unloading                | Total Number of High-Risk Containers |       |       |      |      |      | Ratio of 2021–2020 |
|----------------------------------|--------------------------------------|-------|-------|------|------|------|--------------------|
|                                  | 2016                                 | 2017  | 2018  | 2019 | 2020 | 2021 |                    |
| 1401 - NORFOLK, VA               | 2,411                                | 1,313 | 687   | 170  | 240  | 214  | 0.89               |
| 1404 - RICHMOND-PETERSBURG, VA   | 0                                    | 0     | 0     | 0    | 0    | 0    | 0.00               |
| 1409 - CHARLESTON, WV            | 2                                    | 1     | 0     | 0    | 0    | 0    | 0.00               |
| 1501 - WILMINGTON, NC            | 111                                  | 76    | 19    | 4    | 8    | 2    | 0.25               |
| 1511 - BEAUFORT-MOREHEAD CTY, NC | 0                                    | 0     | 0     | 0    | 0    | 0    | 0.00               |
| 1512 - CHARLOTTE, NC             | 2                                    | 0     | 4     | 0    | 0    | 0    | 0.00               |
| 1601 - CHARLESTON, SC            | 2,563                                | 1,734 | 1,095 | 257  | 330  | 124  | 0.38               |
| 1604 - COLUMBIA, SC              | 0                                    | 0     | 0     | 0    | 0    | 0    | 0.00               |
| 1701 - BRUNSWICK, GA             | 0                                    | 1,619 | 0     | 0    | 0    | 0    | 0.00               |
| 1703 - SAVANNAH, GA              | 2,910                                | 0     | 933   | 222  | 359  | 355  | 0.99               |
| 1704 - ATLANTA, GA               | 15                                   | 947   | 0     | 0    | 0    | 0    | 0.00               |
| 1101 - PHILADELPHIA, PA          | 333                                  | 25    | 248   | 90   | 21   | 13   | 0.62               |
| 1102 - CHESTER, PA               | 22                                   | 47    | 16    | 0    | 1    | 1    | 1.00               |
| 1103 - WILMINGTON, DE            | 23                                   | 0     | 0     | 3    | 0    | 1    | 0.00               |
| 1104 - PITTSBURGH, PA            | 0                                    | 0     | 0     | 0    | 0    | 0    | 0.00               |
| 1105 - PAULSBORO, NJ             | 0                                    | 0     | 0     | 0    | 0    | 0    | 0.00               |
| 1107 - CAMDEN, NJ                | 0                                    | 0     | 0     | 0    | 0    | 0    | 0.00               |
| 1108 - PHIL. INTERNATIONAL AIR   | 0                                    | 0     | 0     | 0    | 0    | 0    | 0.00               |
| 1195 - UPS HUB, PHILADELPHIA, PA | 0                                    | 930   | 0     | 0    | 0    | 0    | 0.00               |
| 1303 - BALTIMORE, MD             | 1,673                                | 0     | 333   | 185  | 186  | 391  | 2.10               |
| 1305 - BWI AIRPORT               | 2                                    | 13    | 0     | 0    | 0    | 0    | 0.00               |
| 0101 - PORTLAND, ME              | 31                                   | 0     | 19    | 3    | 0    | 1    | 0.00               |
| 0103 - EASTPORT, ME              | 0                                    | 0     | 0     | 0    | 0    | 0    | 0.00               |
| 0105 - VANCEBORO, ME             | 0                                    | 0     | 0     | 0    | 0    | 0    | 0.00               |
| 0107 - FORT FAIRFIELD, ME        | 0                                    | 0     | 0     | 0    | 0    | 0    | 0.00               |
| 0131 - PORTSMOUTH, NH            | 0                                    | 0     | 0     | 0    | 0    | 0    | 0.00               |
| 0132 - BELFAST, ME               | 0                                    | 0     | 0     | 0    | 0    | 0    | 0.00               |
| 0152 - SEARSPORT, ME             | 0                                    | 681   | 0     | 0    | 0    | 0    | 0.00               |
| 0401 - BOSTON, MA                | 551                                  | 0     | 105   | 31   | 47   | 51   | 1.09               |
| 0403 - WORCESTER, MA             | 0                                    | 24    | 0     | 0    | 0    | 0    | 0.00               |
| 0405 - NEW BEDFORD, MA           | 0                                    | 0     | 0     | 0    | 0    | 0    | 0.00               |
| 0406 - PLYMOUTH                  | 0                                    | 1     | 0     | 0    | 0    | 0    | 0.00               |
| 0407 - FALL RIVER, MA            | 1                                    | 0     | 0     | 0    | 0    | 0    | 0.00               |
| 0408 - SALEM, MA                 | 0                                    | 0     | 0     | 0    | 0    | 0    | 0.00               |
| 0410 - BRIDGEPORT, CT            | 0                                    | 0     | 0     | 0    | 0    | 0    | 0.00               |

See footnotes at end of table.

**Table F1 (Continued)**

| Port of Unloading               | Total Number of High-Risk Containers |       |       |      |      |       | Ratio of 2021-2020 |
|---------------------------------|--------------------------------------|-------|-------|------|------|-------|--------------------|
|                                 | 2016                                 | 2017  | 2018  | 2019 | 2020 | 2021  |                    |
| 0412 - NEW HAVEN, CT            | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 0413 - NEW LONDON, CT           | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 0501 - NEWPORT, RI              | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 0502 - PROVIDENCE, RI           | 6                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 0701 - OGDENSBURG, NY           | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 0715 - TROUT RIVER, NY          | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 0901 - BUFFALO-NIAGARA FALLS    | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 0903 - ROCHESTER, NY            | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 0904 - OSWEGO, NY               | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 1002 - ALBANY, NY               | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 3327 - VANCOUVER, BC, CANADA    | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 3501 - MINNEAPOLIS-ST. PAUL, MN | 3                                    | 0     | 0     | 0    | 0    | 1     | 0.00               |
| 3510 - DULUTH, MN               | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 3701 - MILWAUKEE, WI            | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 3702 - MARINETTE, WI            | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 3703 - GREEN BAY, WI            | 0                                    | 1     | 0     | 0    | 0    | 0     | 0.00               |
| 3901 - CHICAGO, IL              | 64                                   | 2     | 3     | 0    | 2    | 2     | 1.00               |
| 4101 - CLEVELAND, OH            | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 4102 - CINCINNATI, OH           | 1                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 4103 - COLUMBUS, OH             | 1                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 4105 - TOLEDO, OH               | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 4106 - ERIE, PA                 | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 4110 - INDIANAPOLIS, IN         | 2                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 4115 - LOUISVILLE, KY           | 1                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 4122 - ASTABULA/CONNEAUT        | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 4501 - KANSAS CITY, MO          | 1                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 3801 - DETROIT, MI              | 1                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 3802 - PORT HURON, MI           | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 3803 - SAULT STE. MARIE, MI     | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 3804 - SAGINAW/BAY CITY, MI     | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 3806 - GRAND RAPIDS, MI         | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 3808 - ESCANABA, MI             | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 3809 - MARQUETTE, MI            | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 3815 - MUSKEGON, MI             | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 2101 - PORT ARTHUR, TX          | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 2102 - SABINE, TX               | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 2103 - ORANGE, TX               | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 2104 - BEAUMONT, TX             | 0                                    | 4,224 | 0     | 0    | 0    | 0     | 0.00               |
| 5301 - HOUSTON, TX              | 7,003                                | 0     | 2,539 | 779  | 887  | 1,310 | 1.48               |
| 5306 - TEXAS CITY, TX           | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 5310 - GALVESTON, TX            | 0                                    | 1     | 0     | 0    | 0    | 0     | 0.00               |
| 5311 - FREEPORT, TX             | 9                                    | 0     | 4     | 0    | 0    | 0     | 0.00               |
| 5312 - CORPUS CHRISTI, TX       | 0                                    | 0     | 0     | 5    | 0    | 0     | 0.00               |
| 5313 - PORT LAVACA, TX          | 0                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 5501 - DALLAS/FT WORTH, TX      | 2                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 5504 - OKLAHOMA CITY, OK        | 1                                    | 0     | 0     | 0    | 0    | 0     | 0.00               |
| 2301 - BROWNSVILLE, TX          | 0                                    | 3,308 | 0     | 0    | 0    | 0     | 0.00               |

See footnotes at end of table.

**Table F1 (Continued)**

| Port of Unloading                 | Total Number of High-Risk Containers |       |       |       |       |       | Ratio of 2021-2020 |
|-----------------------------------|--------------------------------------|-------|-------|-------|-------|-------|--------------------|
|                                   | 2016                                 | 2017  | 2018  | 2019  | 2020  | 2021  |                    |
| 2704 - LOS ANGELES, CA            | 10,673                               | 3,658 | 1,751 | 590   | 878   | 345   | 0.39               |
| 2709 - LONG BEACH, CA             | 7,631                                | 0     | 1,598 | 588   | 707   | 443   | 0.63               |
| 2711 - EL SEGUNDO, CA             |                                      | 130   | 0     | 0     | 0     | 0     | 0.00               |
| 2713 - PORT HUENEME, CA           | 16                                   | 0     | 55    | 0     | 0     | 0     | 0.00               |
| 2720 - LOS ANGELES INT AIRPORT    | 2                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2722 - LAS VEGAS, NV              | 1                                    | 3,838 | 0     | 0     | 0     | 0     | 0.00               |
| 5201 - MIAMI, FL                  | 5,649                                | 2,327 | 1,590 | 403   | 304   | 272   | 0.89               |
| 5203 - PORT EVERGLADES, FL        | 3,200                                | 147   | 1,277 | 181   | 321   | 93    | 0.29               |
| 5204 - WEST PALM BEACH, FL        | 303                                  | 0     | 17    | 10    | 44    | 19    | 0.43               |
| 5205 - FORT PIERCE, FL            | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 5210 - FT LAUDERDALE INTL AIRPORT | 0                                    | 56    | 0     | 0     | 0     | 0     | 0.00               |
| 1901 - MOBILE, AL                 | 85                                   | 4     | 18    | 1     | 2     | 4     | 2.00               |
| 1902 - GULFPORT, MS               | 22                                   | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 1903 - PASCAGOULA, MS             | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2001 - MORGAN CITY, LA            | 27                                   | 295   | 0     | 0     | 3     | 1     | 0.33               |
| 2002 - NEW ORLEANS, LA            | 350                                  | 0     | 145   | 34    | 23    | 50    | 2.17               |
| 2004 - BATON ROUGE, LA            | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2006 - MEMPHIS, TN                | 2                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2007 - NASHVILLE, TN              | 2                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2010 - GRAMERCY, LA               | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2017 - LAKE CHARLES, LA           | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2097 - NASHVILLE, TN CARTAGE-CON  | 0                                    | 450   | 0     | 0     | 0     | 0     | 0.00               |
| 1001 - NEW YORK, NY               | 6,069                                | 5,562 | 389   | 230   | 200   | 322   | 1.61               |
| 4601 - NEW YORK/NEWARK AREA       | 10,773                               | 0     | 3,749 | 1,621 | 2,845 | 2,565 | 0.90               |
| 4602 - PERTH AMBOY, NJ            | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2901 - ASTORIA, OR                | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2902 - NEWPORT, OR                | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2903 - COOS BAY, OR               | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2904 - PORTLAND, OR               | 4                                    | 0     | 0     | 0     | 2     | 9     | 4.50               |
| 2905 - LONGVIEW, WA               | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2908 - VANCOUVER, WA              | 9                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 3101 - JUNEAU, AK                 | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 3102 - KETCHIKAN, AK              | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 3103 - SKAGWAY, AK                | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 3106 - DALTON CIRCLE, AK          | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 3115 - SITKA, AK                  | 0                                    | 12    | 0     | 0     | 0     | 0     | 0.00               |
| 3126 - ANCHORAGE, AK              | 21                                   | 4     | 0     | 1     | 0     | 0     | 0.00               |
| 3127 - KODIAK, AK                 | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 3307 - DENVER, CO                 | 1                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2501 - SAN DIEGO, CA              | 56                                   | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2805 - MONTEREY, CA               | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2809 - SAN FRANCISCO, CA          | 6                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2810 - STOCKTON, CA               | 0                                    | 1,816 | 0     | 0     | 0     | 0     | 0.00               |
| 2811 - OAKLAND, CA                | 3,235                                | 0     | 782   | 318   | 521   | 64    | 0.12               |
| 2812 - RICHMOND, CA               | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2820 - MARTINEZ, CA               | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |
| 2830 - CAQUINEZ STRAIT, CA        | 0                                    | 0     | 0     | 0     | 0     | 0     | 0.00               |

See footnotes at end of table.

**Table F1 (Continued)**

| Port of Unloading                  | Total Number of High-Risk Containers |      |      |      |      |      | Ratio of 2021-2020 |
|------------------------------------|--------------------------------------|------|------|------|------|------|--------------------|
|                                    | 2016                                 | 2017 | 2018 | 2019 | 2020 | 2021 |                    |
| 2835 - SACRAMENTO INTL AIRPORT     | 0                                    | 219  | 0    | 0    | 0    | 0    | 0.00               |
| 3201 - HONOLULU, HI                | 352                                  | 0    | 71   | 32   | 41   | 2    | 0.05               |
| 3202 - HILO, HI                    | 0                                    | 0    | 0    | 0    | 0    | 0    | 0.00               |
| 3203 - KAHULUI, HI                 | 0                                    | 0    | 0    | 0    | 0    | 0    | 0.00               |
| 3303 - SALT LAKE CITY, UT          | 3                                    | 2    | 0    | 0    | 0    | 0    | 0.00               |
| 4904 - FAJARDO, PR                 | 1                                    | 0    | 0    | 0    | 0    | 0    | 0.00               |
| 4907 - MAYAGUEZ, PR                | 0                                    | 0    | 0    | 0    | 0    | 0    | 0.00               |
| 4908 - PONCE, PR                   | 0                                    | 685  | 0    | 0    | 0    | 0    | 0.00               |
| 4909 - SAN JUAN, PR                | 1,560                                | 0    | 193  | 276  | 174  | 262  | 1.51               |
| 5101 - CHARLOTTE AMALIE, VI        | 0                                    | 0    | 0    | 0    | 0    | 0    | 0.00               |
| 5104 - CHRISTIANSTED, VI           | 0                                    | 819  | 0    | 0    | 0    | 0    | 0.00               |
| 3001 - SEATTLE, WA                 | 1,934                                | 783  | 502  | 265  | 241  | 96   | 0.40               |
| 3002 - TACOMA, WA                  | 2,015                                | 0    | 407  | 333  | 279  | 70   | 0.25               |
| 3003 - ABERDEEN, WA                | 0                                    | 0    | 0    | 0    | 0    | 0    | 0.00               |
| 3004 - BLAINE, WA                  | 0                                    | 0    | 0    | 0    | 0    | 0    | 0.00               |
| 3005 - BELLINGHAM, WA              | 0                                    | 19   | 0    | 0    | 0    | 0    | 0.00               |
| 3006 - EVERETT, WA                 | 10                                   | 0    | 7    | 0    | 0    | 0    | 0.00               |
| 3007 - PORT ANGELES, WA            | 0                                    | 0    | 0    | 0    | 0    | 0    | 0.00               |
| 3008 - PORT TOWNSEND, WA           | 0                                    | 0    | 0    | 0    | 0    | 0    | 0.00               |
| 3010 - ANACORTES, WA               | 0                                    | 0    | 0    | 0    | 0    | 0    | 0.00               |
| 3029 - SEATTLE-TACOMA INTL AIRPORT | 1                                    | 0    | 0    | 0    | 0    | 0    | 0.00               |
| 3604 - INTERNATIONAL FALLS, MN     | 0                                    | 44   | 0    | 0    | 0    | 0    | 0.00               |
| 1801 - TAMPA, FL                   | 136                                  | 143  | 18   | 4    | 1    | 4    | 4.00               |
| 1803 - JACKSONVILLE, FL            | 375                                  | 1    | 37   | 23   | 13   | 18   | 1.38               |
| 1805 - FERNANDINA BEACH, FL        | 7                                    | 14   | 7    | 4    | 0    | 0    | 0.00               |
| 1816 - PORT CANAVERAL, FL          | 37                                   | 6    | 0    | 0    | 0    | 0    | 0.00               |
| 1818 - PANAMA CITY, FL             | 22                                   | 0    | 0    | 1    | 1    | 2    | 2.00               |
| 1819 - PENSACOLA, FL               | 0                                    | 235  | 0    | 0    | 0    | 0    | 0.00               |
| 1821 - PORT MANATEE, FL            | 7                                    | 0    | 7    | 3    | 2    | 5    | 2.50               |
| 1822 - FORT MYERS                  | 3                                    | 0    | 0    | 0    | 0    | 0    | 0.00               |
| 2605 - PHOENIX, AZ                 | 3                                    | 0    | 0    | 0    | 0    | 0    | 0.00               |

Notes: Potentially high-risk containers are identified based on the maximum (highest) score within the Best Arrival Date and Best Arrival Date +1 day. The container counts are for the containerized shipments only (non-containerized data are excluded). The report provides a distinct count of containers at individual port level. The rolled-up totals across the ports or field office(s) may include duplicate container counts.

Source: OFO.





