



United States
General Accounting Office
Washington, D.C. 20548

General Government Division

B-276886

November 5, 1997

159527

The Honorable Duncan Hunter
House of Representatives

Subject: Customs and Border Patrol: Resources Needed for Reopening Rail
Line From Mexico-U.S. Border Into the United States

Dear Mr. Hunter:

This letter responds to your March 19, 1997, request for information concerning federal resources that would be necessary if a long-abandoned rail line from near Tecate, Mexico, into the United States to Plaster City, California, was reopened. On April 29, 1997, we briefed you on the results of our work. You asked us to expand the scope of our work to include information about how many Border Patrol agents would be needed to secure the border in eastern San Diego County, California, where the rail line closely parallels the border, and to inspect all railcars on the proposed reopened rail line. On June 18, 1997, we briefed you on the results of the expanded work and informed you that because of our review, the Border Patrol planned to assess the potential impact of the reopening of the rail line on its operations. You then requested that we include information from the Border Patrol's assessment in our final report to you.

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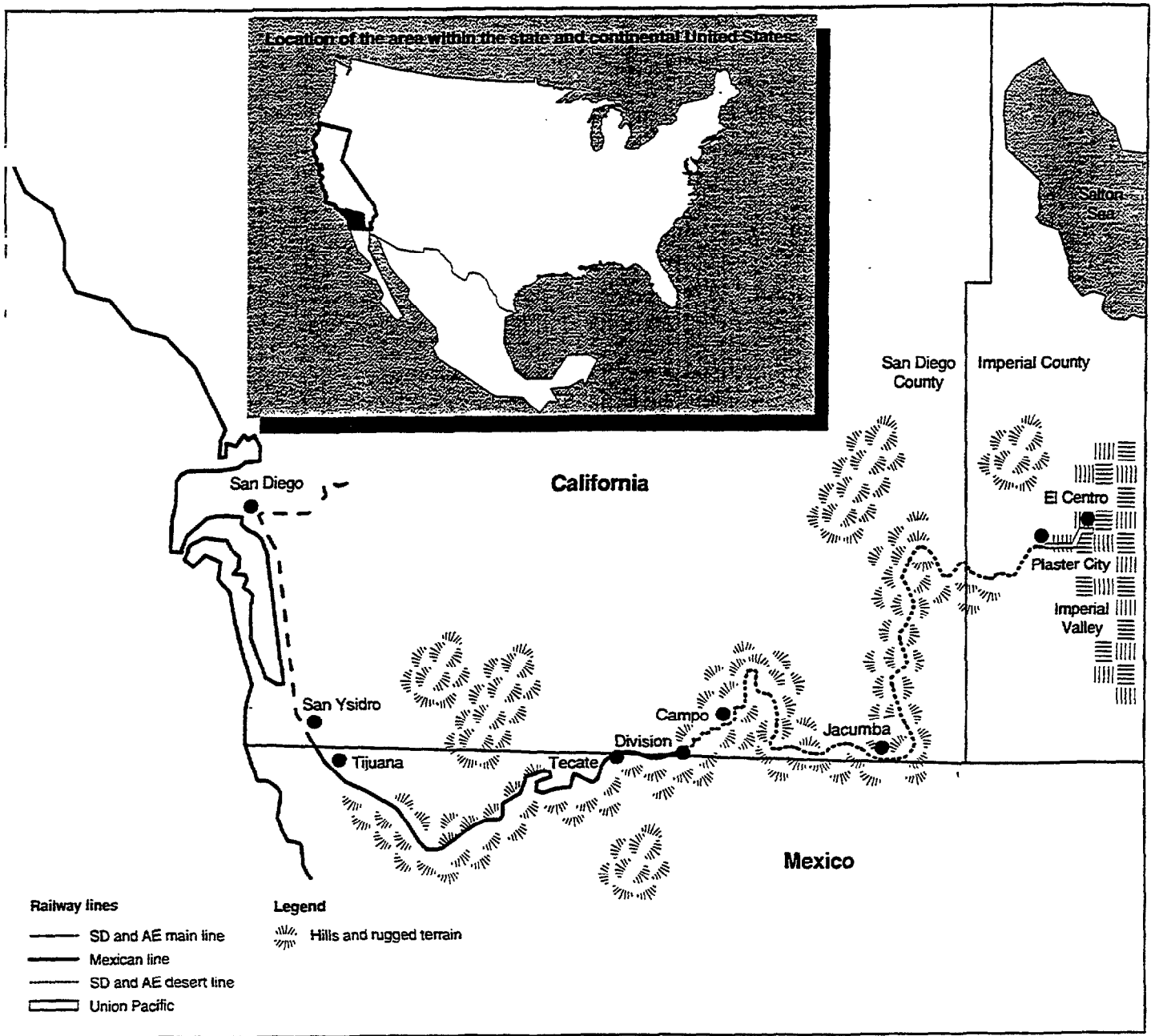
This letter responds to your requests. Specifically, it discusses resources used by the U.S. Customs Service (Customs) and the Immigration and Naturalization Service (INS) to monitor freight service on currently operating rail lines from San Diego to Tecate, Mexico. It also identifies the resources, such as personnel, inspection facilities, and equipment, that Customs and INS, believe would be necessary to detect and deter illegal activities associated with reopening the rail line, such as drug smuggling and illegal immigration.

We performed our work at Customs and INS headquarters in Washington, D.C., and in the San Diego, California, area. We observed rail and inspection operations at the San Ysidro, California, port of entry. We also toured the rail line where it closely parallels the California-Mexico border, accompanied by Border Patrol agents. We obtained resource estimates from Customs and INS officials. Their estimates were based on certain scenarios of rail freight, composition, and volume and the frequency of entry to and exit from the United States. We also reviewed a draft report of the Border Patrol's assessment of the rail line reopening. We did not, however, attempt to validate the completeness or reasonableness of the estimates or scenarios.

BACKGROUND

The San Diego and Arizona Eastern Railway (SD & AE), owned by the San Diego Metropolitan Transit Development Board, consists of two primary lines, the Main Line and the Desert Line. The Main Line is 16 miles long and runs from San Diego to the international border at San Ysidro/Tijuana, Mexico. The Desert Line, which has been closed since 1983, is 70 miles long and runs from the California-Mexico border at a junction called Division, 4 miles south of Campo, California, to Plaster City, California, which is 17 miles west of El Centro, California, in the Imperial Valley. In addition, the Mexican Line, which is 44 miles long, connects SD & AE's Main Line to its Desert Line. (See fig. 1.) The San Diego and Imperial Valley (SD & IV) Railroad, a private company and subsidiary of RailTex, Inc., currently transports freight on the SD & AE Main Line and Mexican Line.

Figure 1: Map of the SD & AE Railway



Source: San Diego Association of Governments.

According to the San Diego Association of Governments' (SANDAG) Economic Feasibility Study of the San Diego & Arizona Eastern Railway, reopening the Desert Line would restore freight service between San Diego and the Imperial Valley, with continuing service to the eastern United States.¹ Rail freight service for the San Diego region is currently provided by a single continental railroad via Los Angeles. According to SANDAG, reopening the rail link to the east via the SD & AE Railway is needed to improve the international and interstate movement of goods through the San Diego region.

SANDAG's Economic Feasibility Study contains estimated costs in 1995 dollars to repair and improve the Desert Line for two levels of service: basic and modern, as shown in enclosure I. The study estimated that about \$25 million would be required to restore basic freight service, improve the rail line's reliability, and provide Customs with inspection yards. For more modern service, including "double stack" container railcars and auto carriers, the estimated costs rise to between \$99 and \$105 million in 1995 dollars. SANDAG's Economic Feasibility Study did not specifically identify the source of funding for the rail line improvements. The study suggested that a public/private partnership should be pursued and referred the task of developing a financing strategy to the San Diego Mayor's Finance Committee for the SD & AE Railway. According to SD & IV Railroad officials, RailTex, Inc., its parent organization, plans to provide a \$7.9 million initial capital investment to reopen the Desert Line of the SD & AE Railway.

Customs is responsible for collecting revenue from imports and for enforcing Customs and related laws. It also processes persons, carriers, cargo, and mail into and out of the United States. A major goal of Customs is to prevent the smuggling of drugs into the country.

INS is responsible for ensuring that persons entering the United States do so in accordance with U.S. immigration laws. Within INS, the Border Patrol is responsible for maintaining control of the international boundaries between the ports of entry by detecting and preventing smuggling and illegal entry of aliens into the United States.

¹SANDAG is a public agency formed voluntarily by local governments to ensure overall areawide planning and coordination for the San Diego region. SANDAG's Economic Feasibility Study, dated March 1, 1996, was funded by the California Department of Transportation and the San Diego Unified Port District. A SANDAG advisory committee guided the study and prepared recommendations based on the study findings.

RESULTS IN BRIEF

Customs and INS officials told us that they would need as many as 31 to 35 staff and related equipment, depending on the level of illegal activity once the Desert Line is reopened. Currently, one freight train traveling on the Main and Mexican Lines crosses each weekday from San Diego to Mexico at San Ysidro and returns the same day, according to SD & IV Railroad officials. Customs has assigned two inspectors for both the inbound and outbound trains but has no available inspection facilities. The Border Patrol said it generally has two agents in mobile units stationed in an area near the train gate, but not specifically because of the train crossing. The SD & IV Railroad has agreed to modify an existing building at the San Ysidro railroad border inspection station for use by Customs inspectors.

To process the proposed basic freight service associated with reopening the Desert Line, Customs said that at San Ysidro, it would require five inspectors and one canine enforcement officer (CEO). Customs also said that additional equipment would be needed. Customs believes the planned modification of an existing building for use by Customs inspectors to inspect current freight service would also be sufficient for the proposed basic freight service. The Border Patrol would not require additional agents at San Ysidro for the proposed basic freight service, unless the number of illegal aliens discovered were to increase.

At Campo, California, neither inspection facilities nor equipment are currently available. Similar to resource needs at San Ysidro, Customs officials said it would require five inspectors, one CEO, and various equipment to process basic freight service associated with reopening the Desert Line. The SD & IV Railroad has agreed to provide inspection facilities. The Border Patrol said it would require a minimum of two agents to observe the train at Campo and a minimum of two additional agents at Division to observe the train as it comes through a tunnel into the United States. The Border Patrol said it would need to pull these agents from other areas of the border to provide train coverage.

For approximately 12 to 15 miles east of Campo, the Desert rail line closely parallels the border. Near Jacumba, California, trains traveling on the reopened Desert Line would come within about 75 yards of the border. To limit illegal immigrants' use of railcars along this stretch if the Desert Line is reopened, the Border Patrol said it would need up to 10 agents to observe the train as it travels between Campo and Jacumba, depending on the volume of illegal immigration. In addition, if necessary, the Border Patrol said it would need a minimum of four agents to physically board and check all railcars at Jacumba. According to Border Patrol officials stationed at Campo, more agents could be necessary depending on the number of illegal immigrants using the train.

Along with inspectors, Customs officials told us it would also need additional special agents if the Desert Line were to reopen. A Customs Assistant Special Agent-in-Charge, from the San Diego Office of Investigations, told us that the office would need four additional special agents and related support staff and equipment to handle and investigate potential smuggling activities that may be associated with reopening the rail line.

For modern freight service over the rail line, Customs and Border Patrol officials told us that they may need additional resources, depending on the volume, frequency, and composition of the freight shipped. However, because no firm plans exist for this service, Customs and Border Patrol officials said it would be difficult to estimate resource needs.

As a result of our review, the Border Patrol conducted an assessment of the threat posed by the rail line reopening on its operation to assist it in identifying the resources needed to counter the threat. The Border Patrol's Tactical Unit conducted the threat assessment and drafted a report, but that report had not yet been approved by Border Patrol headquarters as of October 23, 1997. The draft assessment report, which we reviewed, essentially identified levels of resources similar to the levels Border Patrol officials had already provided us.

CUSTOMS AND BORDER PATROL RESOURCE USE WITH CURRENT FREIGHT SERVICE

Currently, one freight train traveling on the Main and Mexican Lines crosses each weekday from San Diego to Mexico at San Ysidro and returns the same day, according to SD & IV Railroad officials, the current freight operator. On average, each train leaving the United States consists of 14 railcars carrying such commodities as liquid petroleum gas, grain, rolled steel, and granite blocks, according to Railroad officials. Prior to August 1997, all trains generally returned to the United States with empty railcars. Beginning on August 27, 1997, inbound trains from Mexico to the United States began transporting sand in five to seven railcars, according to Railroad officials.

According to Customs' standard operating procedures, at least two Customs officers are required to inspect the train at San Ysidro. The usual procedure, according to the supervisor of the Container, Rail, and Truck (CRT) unit based at the Otay Mesa Commercial Facility, is to send two inspectors from nearby Otay Mesa to San Ysidro each morning and afternoon to inspect the train as it departs from and reenters the United States. We observed Customs inspections of both outgoing and incoming trains; these inspections lasted about 15 minutes each. Customs CRT inspectors told us that longer inspections occur if, in Customs' opinion, a railcar needs a more intensive inspection. Customs does not use any special facilities or equipment for the

inspections. Customs has asked the SD & IV Railroad to modify an existing building at San Ysidro to facilitate inspection of the railcars. Railroad officials told us that as of the end of August, although plans were in process to modify the building, construction had not yet begun and a portable office was on site for Customs' use.

Like Customs, the Border Patrol said it also has personnel on hand as the train departs and reenters the United States at San Ysidro. According to the Assistant Chief Patrol Agent from the San Diego Sector, the Border Patrol stations two agents in mobile units in the vicinity of the railroad border crossing, but not solely for the train. The two agents are very close to the San Ysidro passenger port of entry in an area of high illegal immigration activity. The Assistant Chief told us that the railroad crossing is controlled and inspected by Customs, and the Border Patrol does not require any additional staffing for the current railroad operations. We also watched the Border Patrol agents on station observing the train for illegal immigrants. On that day, these agents were augmented by another agent in a mobile unit for the arrival of the inbound train from Mexico.

CUSTOMS AND BORDER PATROL RESOURCES NEEDED FOR REOPENED DESERT LINE

Customs and Border Patrol officials told us that they will need additional resources to detect and deter illegal activities, such as drug smuggling and illegal immigration, if the Desert Line portion of the SD & AE Railway is reopened. They estimated that the amount of additional resources needed would vary depending on whether the Desert Line is rehabilitated to handle basic or modern freight service. In particular, they said resource needs would be dependent on the volume and composition of freight to be shipped under those services and the frequency of trains entering and exiting the United States. Because no firm plans exist for the proposed modern freight service, Customs and Border Patrol officials said that it would be difficult to estimate resource needs for that service. A Border Patrol draft threat assessment report on the proposed reopening of the Desert Line essentially identified similar levels of resources that Border Patrol officials provided for our review. (See encs. II and III for a complete list of the personnel and equipment needs that Customs and Border Patrol officials identified during our review for proposed basic freight service for San Ysidro, Campo/Tecate, and eastern San Diego County.)

Reopening the Desert Line With Basic Freight Service

Reopening the Desert Line would make available freight service along the entire SD & AE Railway with the Main Line, Mexican Line, and Desert Line available for such service. According to SD & IV Railroad officials, reopening the Desert Line to provide

basic freight service would involve one train running each weekday, during daylight hours, from San Diego to Plaster City, and another train starting each weekday at Plaster City and traveling to San Diego. In addition, they estimate that the number of railcars per train would increase from an average of about 14 on current freight service to as many as 25 and that the cars would carry such commodities as liquid petroleum gas, rolled steel, grain, lumber, gypsum, sand, beer, and lard.

SD & IV Railroad officials told us that they plan to have the Desert Line refurbished for basic freight service and opened 6 to 8 months from the time a new agreement is reached for continued access to the Mexican Line portion of the railway. The entire project is contingent on the Railroad reaching an agreement for continued access rights to the Mexican Line, according to SD & IV Railroad officials.

Customs and Border Patrol Resources
Needed for Basic Freight Service

To inspect the one daily train in and out of the San Ysidro border crossing under the basic freight service scenario, Customs CRT inspectors told us that they would need a minimum of five inspectors (including the current two), for an increase of three inspectors, and one CEO. These inspectors would possibly work full time at San Ysidro, depending on the types of commodities shipped and time required for inspections. The current CRT inspectors stated that the planned building modification to facilitate inspections under current freight service at San Ysidro would be sufficient to also support basic freight service on the reopened Desert line.

Customs CRT inspectors also gave us a list of equipment that they feel would be needed to inspect the diverse array of commodities expected to be imported. The equipment list includes a pallet x-ray unit; overhead lighting; computers and printers; a mobile hylift ("cherry picker"); enforcement tools (density detectors, probes, drills, etc.); and a video surveillance security system. (See enc. III for the complete list of the equipment needs that Customs identified.)

For Campo, Customs officials told us that depending on arrival and departure times of the trains, they would also need at least five inspectors and one CEO. Additional inspectors could be needed if, for instance, the SD & IV Railroad began nighttime operations.

Along with inspectors, Customs officials told us it would also need inspection facilities at Campo, which would be provided by the Railroad, according to SD & IV Railroad officials. According to the Customs officials, the same type of equipment required at the San Ysidro border crossing would also be needed at Campo. (See enc. III.)

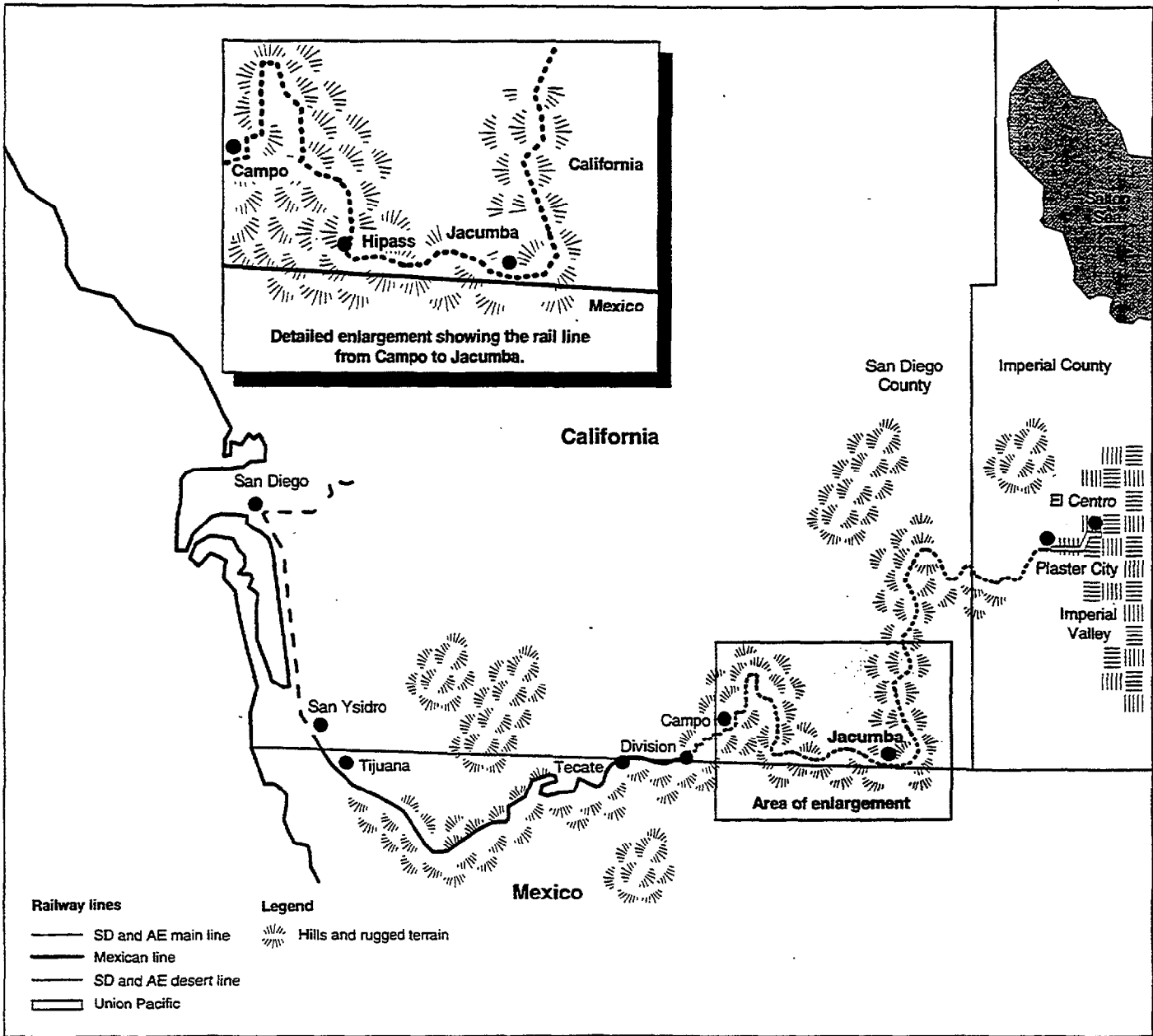
In addition to inspectors, Customs told us it would also need additional special agents if the Desert Line were to reopen. A Customs Assistant Special Agent-in-Charge from the San Diego Office of Investigations told us that four additional special agents and one additional investigative assistant, along with new equipment, including vehicles, radios and computers, would be needed at Tecate, California, to handle and investigate potential smuggling activities that may be associated with reopening the rail line.

For the Border Patrol, the Assistant Chief Patrol Agent from the San Diego Border Patrol Sector told us that no additional agents would be needed at San Ysidro unless the train gate remained open much longer than usual and the number of illegal aliens discovered were to increase. The Assistant Chief also told us that a minimum of two agents would be needed to observe the train at Campo while Customs conducts its inspection; this procedure would be much like the current process at the San Ysidro border crossing. In addition, a minimum of two agents would be needed at Division to observe the train as it comes through a tunnel into the United States. The Assistant Chief told us that these agents would be pulled from other areas of the border to provide train coverage.

Border Patrol Agents Would Also Be Needed
Where Rail Line Closely Parallels the Border

We visited the stretch of rail line that closely parallels the U.S./Mexico border for approximately 12 to 15 miles in eastern San Diego County. (See fig. 2.) The rail line comes within several miles of the border at various locations, down to less than a mile in other areas, and within about 75 yards near Jacumba, California. We observed very rugged territory with some small settlements and ranches. A Border Patrol Agent who has worked in the area for 26 years said that about 100 to 150 illegal aliens a day are apprehended there, most near Jacumba at the eastern end of San Diego County, with many more coming through the mountains between Jacumba and Campo.

Figure 2: Map of the SD & AE Railway Showing Locations Close to the Border



Source: SD & IV Railroad.

According to Border Patrol officials, a lack of roads and trails limits the Border Patrol's access to much of the track between Campo and Jacumba, where the rail line comes closest to the border. The Border Patrol officials said that the reopened rail line would be a vehicle for illegal immigration and that it is likely that the illegal immigrants would board the train and move through areas of Border Patrol coverage to areas where the Border Patrol has limited resources.

Currently, according to Border Patrol officials stationed at Campo, about 30 to 45 Border Patrol agents are on duty at any one time during 3 shifts from Tecate, California, to the eastern San Diego County line. To properly inspect and maintain control as much as possible over illegal immigrants' use of the railroad on the reopened rail line, the Border Patrol believes it would need, at a minimum:

- up to 10 agents to observe the train depending on the volume of illegal immigration between Campo and Jacumba; and
- 4 agents to physically board and check all railcars at Jacumba, if necessary.

The Assistant Chief Patrol Agent for San Diego pointed out that as an extension of Operation Gatekeeper,² and not in response to the proposed reopening of the Desert Line, the Border Patrol is adding resources to the eastern San Diego County area. For example, new border fences and access roads are being built, additional lighting is being added, and increased numbers of agents are being assigned to the area.

Customs and Border Patrol Resources
Needed for Modern Freight Service
Difficult to Determine

According to the SANDAG Economic Feasibility Study, modernization of the rail line would include a capital outlay of about \$99 million to about \$105 million in 1995 dollars, including the cost of a truck-to-rail intermodal facility. As part of the modernization program, track on the Desert Line would be straightened and lowered in tunnels to enable high and long loads, including "double stack" container cars and tri-level auto racks, to pass. SD & IV Railroad officials told us that any modernization

²Operation Gatekeeper was initiated in 1994 as a multiphase, multiyear project to reduce illegal immigration into the San Diego area and to force immigration traffic eastward. Its strategy involved deploying new personnel, equipment, technology, and tactics specifically tailored to the geography, crossing patterns, and characteristics of immigrants who attempt to enter the United States illegally through the San Diego area.

of the SD & AE railway is entirely contingent on securing funding and generating enough business to support expanded railway operations and modernization.

Railroad officials told us that under modernization, trains would have a limit of 40 railcars, would arrive and depart during daylight, and would carry diverse products. For this modernization scenario, Customs and Border Patrol officials told us basically the same thing: the inspection resources and equipment needed would depend on the types of railcars (e.g., gondolas, boxcars, liquid petroleum gas tankers); commodities and cargo shipped; number of railcars to be inspected; and—unique to the Border Patrol—the number of illegal aliens spotted and apprehended along the rail line and on the trains. However, because no firm plans exist for this service, Customs and Border Patrol officials said it would be difficult to estimate resource needs for modern freight service.

Border Patrol Threat Assessment

The Border Patrol says it periodically assesses the threat posed by aliens attempting to enter the United States illegally. This enables it to adjust staffing levels to respond to changes in threat. As a result of our review, the Border Patrol Tactical Unit, at the direction of Border Patrol headquarters, conducted a threat assessment in July 1997 to help predict the resources it would need if the SD & IV Railroad opened the Desert Line.

Border Patrol headquarters provided us with a copy of the draft assessment report, which had not yet been approved by headquarters as of October 23, 1997. The draft threat assessment report essentially confirmed that additional resources needed for reopening the rail line would be similar to those already identified and discussed in this report.

SCOPE AND METHODOLOGY

To obtain information on reopening the Desert Line, we interviewed a SANDAG official and SD & IV Railroad officials; these organizations are proponents of reopening the Desert line. We also reviewed SANDAG's March 1, 1996, Economic Feasibility Study of the San Diego & Arizona Eastern Railway.

To identify the resources (personnel, equipment, and facilities) that would be needed if the Desert Line were reopened, we interviewed (1) Customs officials at headquarters, the Southern California Customs Management Center, the San Ysidro and Tecate ports of entry, and the San Diego Office of Investigations; and (2) Border Patrol officials at headquarters, the San Diego Sector, and Campo Station. These officials have responsibilities for inspection and enforcement activities at the ports of

entry and border areas where trains will enter and exit the United States under the proposed rail line reopening project.

We requested information on estimated resource needs based on three service scenarios: current freight service, proposed basic service, and proposed modern service. Two of the three scenarios, basic and modern service, were discussed in the SANDAG Economic Feasibility Study; additional information was provided by officials from the SD & IV Railroad, which is the current freight operator on the SD & AE railway. As pointed out by SD & IV Railroad and agency officials, the estimates may change as the project proceeds. We also observed Customs and Border Patrol inspections of trains entering and exiting the United States at San Ysidro and accompanied Border Patrol officials on a tour of portions of the Desert Line where it closely parallels the border. We also reviewed a draft of the Border Patrol's threat assessment of the rail line reopening. We did not verify the completeness or reasonableness of the estimates provided by Customs and Border Patrol officials.

We conducted our review from March through September 1997 in accordance with generally accepted government auditing standards.

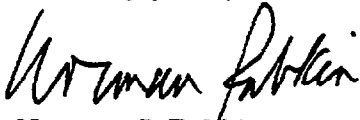
AGENCY COMMENTS

We requested oral comments on a draft of this letter from the Attorney General and the Secretary of the Treasury or their designees. On October 23, 1997, INS' Assistant Director, Internal Review Branch, in the Office of Internal Audit, informed us that after reviewing the draft letter, INS had one technical comment, which we incorporated as appropriate. By letter dated October 23, 1997, Customs' Director of the Office of Planning informed us that Customs reviewed the draft letter and generally agreed with our findings.

We are also sending copies of this letter to the Attorney General; the Secretary of the Treasury; the Director, Office of Management and Budget; the Commissioner of the Immigration and Naturalization Service; the Commissioner of Customs; Representative Brian Bilbray; Representative Bob Filner; and other interested parties. We will also make copies available to others upon request.

Major contributors to this letter are listed in enclosure IV. If you have any questions about this letter, please contact me on (202) 512-8777.

Sincerely yours,

A handwritten signature in cursive script that reads "Norman J. Rabkin".

Norman J. Rabkin
Director, Administration
of Justice Issues

COST ESTIMATES FOR IMPROVEMENTS
TO BE MADE ON SD & AE RAILWAY

Service type	Improvements	Capital cost (1995 dollars in millions)
Basic	Repairs to reopen Desert Line	\$7.9
	Desert Line reliability improvements	10.9
	Provide staging yard at San Ysidro	2.6
	Provide Customs inspections yards	3.2
	Subtotal: basic service	\$24.6
Modern	Modernization of Desert Line	56.2
	Provide intermodal (truck-to-rail) facility	18.5
	Subtotal: basic service and modernization	\$99.3
Modern with additional improvements that may be needed	Provide staging yard	3.1
	Provide an extension of bulk facilities	3.0
	Total: basic service, modernization, and additional improvements	\$105.4

Source: SANDAG Economic Feasibility Study of the San Diego & Arizona Eastern Railway, March 1, 1996.

RESOURCES NEEDED FOR
INSPECTION STATIONS

Table II.1: Resources Identified by Customs and Border Patrol for San Ysidro Railroad Border Inspection Station

Service	Personnel		Facilities and equipment	
	U.S. Customs Service	U.S. Border Patrol	U.S. Customs Service	U.S. Border Patrol
Current: 1 freight train daily, inbound and outbound; 11 to 17 outbound railcars; exports of diverse commodities (including liquid petroleum gas, grain, rolled steel, and granite blocks); beginning August 27, 1997, inbound trains carried sand in 5 to 7 railcars	2 inspectors for both inbound and outbound	2 agents assigned full time to area near train gate, but not specifically for train crossing; since train is controlled and inspected by Customs	No inspection facilities available; planned new inspection office space to be provided by SD & IV Railroad	Mobile units
Basic (proposed): 1 freight train daily, inbound and outbound; 14 to 25 railcars; imports and exports of diverse commodities (liquid petroleum gas, rolled steel, grain, lumber, gypsum, beer, and lard)	Minimum of 5 inspectors to include 1 supervisory inspector, 1 senior inspector, and 3 inspectors (including the 2 inspectors identified for current service); and 1 canine enforcement officer for both inbound and outbound trains	2 agents assigned full time to area near train gate, but not specifically for train crossing; no additional agents unless the number of illegal aliens discovered were to increase	Equipment needs include overhead lighting, pallet X-ray, and video surveillance/ security system (see enc. III)	Mobile units

Source: U.S. Customs Service and U.S. Border Patrol.

Table II.2: Resources Identified by Customs and Border Patrol for Proposed Tecate/Campo Railroad Border Inspection Station

Service	Personnel		Facilities and equipment	
	U.S. Customs Service	U.S. Border Patrol	U.S. Customs Service	U.S. Border Patrol
Basic (proposed): 1 freight train daily, inbound and outbound; 14 to 25 railcars; imports and exports of diverse commodities (liquid petroleum gas, rolled steel, grain, lumber, gypsum, beer, and lard)	For both inspection of inbound and outbound trains, minimum of 5 inspectors to include 1 supervisory inspector, 1 senior inspector, and 3 inspectors; 1 canine enforcement officer. For smuggling activities, 4 special agents and 1 investigative assistant.	A minimum of 2 agents to observe the trains at Campo; a minimum of 2 agents needed at Division to observe trains as they come through tunnel into U.S.	Inspection facilities and equipment needed at Campo; railroad will pay for facilities; equipment, such as X-Ray unit, probes, drills, and office equipment, needed (see enc. III); also, new office space, vehicles, and equipment needed for special agents	Mobile units

Source: U.S. Customs Service and U.S. Border Patrol.

Table II.3: Resources Identified by Border Patrol for eastern San Diego County

Service	U.S. Border Patrol	
	Personnel	Facilities and equipment
<p>Basic (proposed): 1 freight train daily along 12- to 15-mile stretch, inbound and outbound; 14 to 25 railcars; imports and exports of diverse commodities (liquid petroleum gas, rolled steel, grain, lumber, gypsum, beer, and lard). Border Patrol has limited access to about 7 or 8 miles of rail line east of Campo.</p>	<p>A minimum of 4 agents to physically board and check the train at Jacumba, if necessary; up to 10 agents to visually inspect the train between Campo and Jacumba depending on volume of illegal immigrants</p>	<p>Mobile units</p>

Source: U.S. Border Patrol.

INSPECTION FACILITIES AND EQUIPMENT IDENTIFIED BY CUSTOMS
AS NEEDED FOR SAN YSIDRO AND CAMPO/TECATE CALIFORNIA

- Inspection and office space
- Radio base stations with hand-held radios
- Overhead lighting
- Computers and laser jet printers
- Sidings and/or spurs segregating railcars and commodities
- Catwalk (for inspection of top side of railcars)
- Mobile hylift/cherry picker
- Bobcat for unloading railcars for enforcement purposes
- Full railcar X-ray (currently not available, being tested)
- Pallet X-ray with conveyors
- Full set of probes
- Full set of pry/cheater bars
- Emergency generator
- Portable lighting system
- Compressor with full set of nonsparking pneumatic tools
- Fully loaded mechanic's tool box
- Fiber optic system (mobile battery-powered type with flex and fixed wand)
- High-power heavy duty buster
- Bulk inspection area where hopper cars can be unloaded, inspected, and reloaded

ENCLOSURE III

ENCLOSURE III

- Global positioning system and transponders to track rail vehicles while in transit through Mexico, including all associated hardware and software (currently not available, being tested)
- Safety items, which include:
 - intercom/public address system
 - video surveillance/security system with remote and zoom capabilities
 - monitor base station for video cameras with recording capability
 - utility four-wheel-drive vehicle
- Office furniture for main inspection building
- Radiation detection equipment (for hazardous materials inspection)
- Ventilation equipment (for hazardous material inspections)

Source: U.S. Customs Service, Southern California Customs Management Center.

MAJOR CONTRIBUTORS TO THIS CORRESPONDENCE

GENERAL GOVERNMENT DIVISION, WASHINGTON, D.C.

Darryl W. Dutton, Assistant Director
Samuel A. Caldron, Evaluator-in-Charge
Michael H. Little, Communications Analyst
Katherine M. Wheeler, Publishing Advisor

LOS ANGELES FIELD OFFICE

Brian J. Lipman, Site Senior

(264437)

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