PROJECT 5-9014
PRODUCT 9014-P8

REVISED PROTOTYPE BORDER CROSSING PROJECT

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Memo

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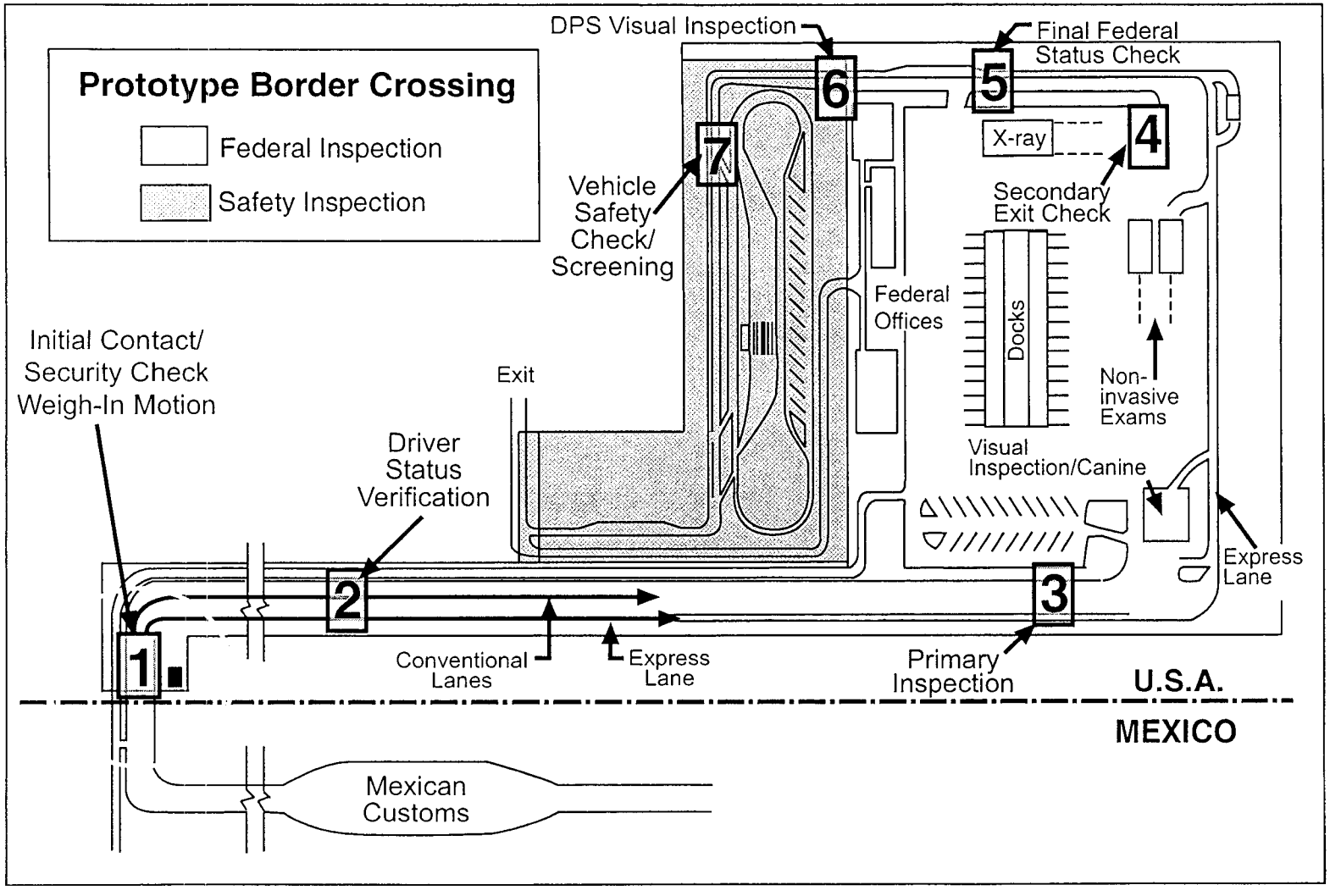
To: Project File (Product 8, Study 5-9014)

From: Rob Harrison

RE: Revised Prototype Border Crossing Configuration

The attached figure represents the final border-crossing layout that will be used for the prototype work in FY 2003. Basically, it retains the major features of previous versions, except in one critical respect. The previous layouts were based on recommendations given to architects designing new border ports-of-entry by the General Services Agency (GSA), which is responsible for government buildings. In the current manual, there is a distinct relationship between the numbers of gates at primary inspection (station 3 in the figure) and the dock area that dominates the center of the federal facilities. This reflected the traditional processing procedure for northbound vehicles on the US-Mexico border where the first screening occurred at primary and those vehicles that required secondary inspections were sent to a dock in the federal facility. At that dock, either the relevant federal agency would undertake the examination or the vehicle would move to other docks, depending on the nature of the inspection. The process that developed in the 1990s reflects the development of processes that do not require the physical unloading of cargo from a vehicle at a dock. These processes include X-ray and other non-invasive procedures, such as the VACIS. Our prototype, therefore, recognizes the importance of these new inspection procedures and provides space for their operations, together with spare space for new technologies that will be introduced in the coming decade. Because these facilities act as secondary and tertiary screening checks, a much lower percentage of trucks are now being physically unloaded at docks. Therefore, the number of docks can be reduced, liberating the area for the technologies that have been introduced in recent years. The figure attempts to show this by reducing the number of docks and allowing greater space for other technologies. Finally, the prototype presents a specific sequence of activities, which may well be altered in practice and between ports. As an example, the figure shows visual inspection and K-9 being undertaken after primary—as it is done at Pharr—but it may well be that in other locations moving this to the lanes prior to primary inspection will be equally effective. This could well be the case, for example, where the federal space is restricted and moving an operation would liberate the internal area for other technologies.

This figure will be used in the final draft of the 5-9014 report, which is due at the end of December 2002. This report covers the retro-fitting of the features that comprise the prototype crossing into the current port-of-entry facilities along the Texas-Mexico border.


Prototype Border Crossing
Federal Inspection
Safety Inspection
DPS Visual Inspection
Final Federal Status Check
6
5
7
X-ray
4
Vehicle Safety Check/ Screening
Secondary Exit Check
Federal Offices
Docks
Non-invasive Exams
Visual Inspection/Canine
Initial Contact/ Security Check Weigh-In Motion
Exit
Driver Status Verification
Express Lane
2
3
1
Conventional Lanes
Express Lane
Primary Inspection
U.S.A.
MEXICO
Mexican Customs