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# WITHDRAWAL SHEET

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**Collection Name** CRIBB, T. KENNETH, JR.: FILES (DOMESTIC AFFAIRS)

**Withdrawer**

KDB 2/22/2013

**File Folder** [NATIONAL DRUG POLICY BOARD] INTERDICTION  
COMMITTEE [11/03/1987] (2)

**FOIA**

F09-0068/02

**Box Number** ~~23~~ Box 3-F

HINTON, E

5

DOC NO	Doc Type	Document Description	No of Pages	Doc Date	Restrictions
1	PROPOSAL	RE LAND BORDER STRATEGY	1	ND	B7(E)
2	PROPOSAL	RE AIRPORT STRATEGY	1	ND	B7(E)
3	PROPOSAL	RE SEAPORT STRATEGY	1	ND	B7(E)

Freedom of Information Act - [5 U.S.C. 552(b)]

B-1 National security classified information [(b)(1) of the FOIA]

B-2 Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]

B-3 Release would violate a Federal statute [(b)(3) of the FOIA]

B-4 Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]

B-6 Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]

B-7 Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]

B-8 Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]

B-9 Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

C. Closed in accordance with restrictions contained in donor's deed of gift.

TAB F

Comment Letters From The Following Agencies:

Department of State  
National Narcotics Border Interdiction System  
Federal Bureau of Investigation  
Department of Defense  
Department of Transportation  
Department of the Interior



**U.S. Department of  
Transportation**

Office of the Secretary  
of Transportation

Assistant Secretary  
for Budget and Programs

400 Seventh St., S.W.  
Washington, D.C. 20590

OCT 29 1987

Honorable Stephen Trott, Chairman  
National Drug Enforcement Policy Board  
Coordinating Group  
Department of Justice, Room 4119  
Washington, D. C. 20530

Dear Steve:

Per your request, we have reviewed the Maritime, Air and Land Strategies/Plans. I commend The Interdiction Committee staff on a good, comprehensive effort to spell out the specific initiatives that are planned. However, the papers do not reflect a grand plan that lets the reader assess how the additional assets that are proposed complement existing assets to achieve overall goals.

Given the tight time constraints, many of the suggested initiatives have not been fully coordinated with all the affected Federal agencies. I have concerns about a number of the initiatives, and believe they need to be further developed and coordinated before the Policy Board makes its final decisions on these strategies. Also the costs and benefits of the proposals need to be considered before Board approval of any individual strategy in order to help identify diminishing returns for investments made.

I continue to have concerns about funding issues raised in these strategy papers. Coast Guard included \$102 million in its FY 1989 request for new drug-related initiatives, including both acquisition of new equipment and facilities and additional funds for operating expenses. The Air and Maritime Strategy papers include an additional \$77 million for FY 1989 that is not included in Coast Guard's request. The Air, Maritime, and Land Strategy papers include a total of \$310 million for Customs Service in FY 1989 that is not in their request. There are also other new initiatives that are proposed for which funding estimates have not yet been developed. There are no requested or approved plans for Coast Guard or Customs to amend their FY 1989 budget requests to include the additional funds reflected in the strategy papers. We need to have a process to ensure that, when final decisions are made, the resource requirements in the strategy papers are consistent with the resource requests in the President's budget. We also need to develop a political and legislative strategy to enable us to sell these proposals.

-2-

**MARITIME****Policy\_Issues**

- o Customs Service proposes two new lighter-than-air ships in the Maritime Strategy. Coast Guard has requested one such ship in its FY 1989 request to OMB. The Customs Service proposal raises two questions that must be resolved: why is USCS acquiring the ships rather than Coast Guard, and will there be any redundancy with three ships?

**Legislative\_Issues**

- o Appendix C (Maritime Legislative/Regulation Initiatives) contains proposals to establish criminal/civil sanctions against boaters that do not respond fully and truthfully to Coast Guard or refuse to cooperate or provide information. I understand that the intent here is to expand beyond current criminal penalty authority to establish more flexible civil penalty authority to enforce compliance with the directions of Coast Guard personnel conducting inspections. I agree with that objective, but I think the description in the strategy paper needs to be clarified. Care should be taken in drafting legislation to avoid penalties for conduct unrelated to drug trafficking.

**AIR****Policy\_Issues**

- o The Air Strategy (page 13) proposes a mobile Coast Guard helicopter apprehension unit; using a surplus Navy Landing Ship Dock (LSD) or Landing Ship Platform, to conduct bilateral interdiction operation in foreign countries other than the Bahamas. These apprehension activities would include DEA and host country law enforcement personnel. In order to avoid violation of the Mansfield Amendment, there might have to be State Department negotiations with the host countries to clarify the respective roles of DEA and host country enforcement personnel.
- o This strategy contains a USCS proposal (page 18) to modify 3 additional P-3's (for a total of 4), and a Coast Guard proposal (page 11) to acquire additional AEW mobile detection resources. These proposals address the same shortfall in assets for long range surveillance that were addressed by the Cox report and raise issues on the appropriate agency to own and operate long-range surveillance aircraft in the Maritime environment. These issues need to be resolved.

-3-

**Legislative Issue**

- o The proposal in Appendix C to force down aircraft and make arrests and seizures in foreign countries raises a number of concerns:
  - This item appears to permit the shooting down of civil aircraft for conduct well short of an imminent threat to U.S. National security or the lives of law enforcement personnel. This proposal raises obvious concerns about shooting down innocent aircraft and causing the death of aircraft passengers. The U.S. has supported international agreements against shooting down civilian aircraft. (After the shooting down of the Korean Airlines flight 007, the U.S. strongly supported an amendment of the Chicago Convention eventually adopted by ICAO condemning the destruction of civil aircraft.) Potential civil liability from shooting down an aircraft could be substantial. The cost of arming Coast Guard and Customs aircraft could be significant. We oppose this proposal.
  - Authority for U.S. law enforcement personnel to order an aircraft to land in foreign countries without consent of the sovereign country, inspect documents, interview crews and passengers and to make arrests might violate the Mansfield Amendment. This recommendation would likely require negotiations with foreign governments to clarify respective enforcement roles. As a result, we have reservations about this proposal.
- o The proposal to establish air corridors for use by all general aviation aircraft also raises potential problems. Such a proposal would appear to conflict with the Federal Aviation Act of 1958, which among other things charges FAA with protecting the public's right of transit in navigable air space. Because of the broad implications such a proposal would have, we need to coordinate this more fully with the Federal Aviation Administration.

**LAND****Policy Issues:**

- o The requirement that all incoming mail from drug source countries be processed through Oakland and JFK, and expansion of examination of outgoing mail could have a significant adverse impact on the cost and quality of mail service.
- o Encouraging military training in known smuggling areas in the U.S. could put DOD forces in a position of violating the Posse Comitatus Act, either inadvertently or advertently.

-4-

- o The proposal to deny landing rights to commercial carriers that do not provide advanced passenger manifests when drugs have been seized, on a continuing basis, from previous passengers raises questions concerning unreasonable interference with international aviation. I understand the proposal would apply to all airlines including those owned by foreign governments. This measure could meet strong resistance from our trading partners, triggering consultations under our aviation bilateral agreements, which generally would not permit the proposed denial of landing rights. In addition, airlines will argue that they are not police and do not have responsibility to assure that all their passengers are not carrying drugs. The proposal would impose onerous additional requirements on the airlines by requiring them to collect identifying information on passengers (e.g., date of birth and/or social security number). This proposal will be seen as a punitive action against specific airlines that happen to carry large volumes of passengers from drug producing countries. As a result, we have reservations about this proposal.
- o The requirement for 100 percent examinations for all conveyances/containers arriving from source transit countries could run afoul of U.S. obligations to provide most-favored-nation treatment to commercial vessel traffic, and perhaps derogate rights and obligations in relevant civil aviation bilateral agreements. It would also likely impose costly delays on innocent traffic.

Legislative Issue:

- o The proposal to require presentation of documents at entry points (intermodal transshipment points) for inspection of both these documents and the cargo has been made before. The proposal was withdrawn in the face of the transportation industry's hue and cry about loss of efficiency and increased delay and expense. Documents do not travel with the cargo, so they would have to be rerouted, and additional agents appointed, in order that the cargo and associated documents could be brought together for inspection.

Sincerely,

  
Janet Hale





United States Department of the Interior



OFFICE OF THE SOLICITOR  
WASHINGTON, D.C. 20240

OCT 27 1987

Mr. William von Raab, Commissioner  
U.S. Customs Service  
1301 Constitution Avenue, N.W.  
Washington, D.C. 20229

Dear Mr. von Raab:

Pursuant to last week's Enforcement Coordinating Group meeting, we have reviewed the Draft Air Interdiction Strategy and Plan.

Attached please find the comments on policy questions raised over National Park Service lands. If I can provide any additional information on these comments, please do not hesitate to call me at 343-4423.

Sincerely,

Ralph W. Tarr  
Solicitor

cc: Mr. Dave Pickens /



# United States Department of the Interior



OFFICE OF THE SOLICITOR  
WASHINGTON, D.C. 20240

October 26, 1987

Memorandum

To: Solicitor

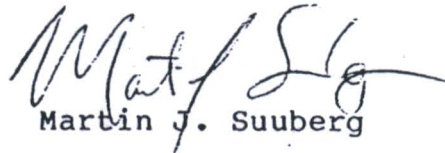
From: Special Assistant

Subject: Air Interdiction Strategy and Plan Draft

Our reviewers offered the following comments on the above-mentioned plan.

With regard to efforts on the United States - Mexican Border, it was noted that Implementation Section C.4. calls for emphasis on border patrol checkpoints. It is uncertain whether the public lands will be employed in this effort. It is recommended that consideration be given to the use of the National Park Lands in areas like Big Bend. Furthermore, if the Parks are contemplated for such use, this would call for coordination with the Department and the Park Service.

The reviewers also noted that the use of "Deadly Force" in bringing down an aircraft (p. C-2) might have an impact on many of our border area Parks. The reviewers noted that the criteria set out in the Draft Plan appear more liberal than those employed by the military.

  
Martin J. Suuberg



NATIONAL DRUG POLICY BOARD  
Washington, D.C. 20530

October 26, 1987

TO: Mr. William von Raab, Chairman  
The Interdiction Committee

FROM: Ann B. Wroblewski, Chairman *abw*  
International Standing Committees

SUBJECT: Discussion Drafts Number 2 of the National Air, Land  
and Maritime Drug Interdiction  
Strategy/Implementation Plans

I have reviewed the latest (October 19, 1987) drafts of the three strategies. While I appreciate your having accommodated some of our concerns, there are still a few key points which need clarifying.

The strategies continue to overlook the international lead agency role of the Department of State. As presently written, the strategies suggest to a lay reader that actions on foreign soil or in foreign waters do not necessarily require coordination with the Department of State and United States Embassies in the affected countries. As you are aware, this is not the case. Unless specific Circular 175 authority has been obtained from the Department of State, all negotiations with foreign governments must take place under the aegis of the Secretary of State. (For example, the second Course of Action on page 24 still refers to "DEA foreign country offices" as if they were not part of the U.S. Mission.) If these "actions" are to be implemented through the establishment of programs, they will need to be reviewed and approved in advance by the International Standing Committee of the NDPB. In addition, as I noted previously, this Department will need to obtain U.S. Ambassadors' reactions to the proposals outlined in the International Strategy/Implementation Plan.

Similarly, I would like to repeat my conviction that the initiatives in the Air Strategy's Appendix on Proposed New Initiatives and Legislative/Regulator Change could have a serious impact on our relations with foreign countries. Notwithstanding the sanctions outlined in Sec. 2005 of the Anti-Drug Abuse Act, I agree that the U.S. Government should have a menu of coercive measures, short of non-certification, to employ against foreign countries which are not cooperating in narcotics control. The imposition of such measures should, however, be approved at the NDPB level or they could undermine our efforts to encourage source and transit countries to assist

-2-

us in the eradication and interdiction of drugs. Consequently, those initiatives or legal/regulatory changes that are aimed at foreign countries will need to be vetted throughout the Department of State and the International Standing Committee before any such policy decisions are considered by the NDPB.

I have attached our specific changes to these documents. Should you or your staff wish to discuss these suggestions in more detail, please contact Mr. Kenneth Thompson (647-9090).

Attachments:

As stated.

cc: NDPB Staff

  
Drafted: INM: JFHobler

## BUREAU OF INTERNATIONAL NARCOTICS MATTERS

Recommended changes to the National Air Interdiction Draft  
Strategy and PlanGeneral Recommendations

- o The current format is still not consistent in providing milestones of achievement and measures of effectiveness. For example, on page 8 Strategy I, Program 2, has the equivalent of targets of performance (objectives) but lacks measures of effectiveness to assess program delivery. The next program has the equivalent of milestones in the first two "objectives" while the third "objective" is actually a target of performance. We would recommend separating these categories throughout the strategy.
- o In places where international agreements are necessary to carry out operations, the Department of State's role under the Lead Agency concept should be noted.
- o Where acronyms are used, we suggest that they be also spelled out for the lay reader.
- o In programs where progress is measured in percentage increases, baselines should be indicated.
- o All training programs should be checked against the International Standing Committee's Strategy/Implementation Plan to assure consistency in planning, funding and execution.

Specific Recommendations

Page 5, paragraph 2: In line 6, change the sentence to read:  
"There are indications that Mexico has surpassed Colombia...."

Page 10, Program 6: There is still no indication whether these are the same Sea Based Aerostats referenced in the Maritime Strategy? If so, there should be a cross-reference.

- Page 14, Program 12: We repeat our caveat: given the potential for sovereignty disputes and third party challenges arising from bilateral actions along border areas, this program should be carefully studied by all participating Federal agencies of the International Standing Committee.
- Page 20, Program 7: The same considerations apply in this case as in Program 12 above.
- Page 21, Program 8: The same considerations as above apply.

## BUREAU OF INTERNATIONAL NARCOTICS MATTERS

### Recommended changes to the National Maritime Interdiction Draft Strategy and Plan

#### General Recommendations

The National Maritime Interdiction Draft Strategy and Plan is a well organized and carefully prepared document. We believe, however, that the Strategy could be strengthened by clarifying the following points:

- o In places where international agreements are necessary to carry out operations, the Department of State's role under the Lead Agency concept should be noted.
- o Where acronyms are used, we suggest that they be also spelled out for the lay reader.
- o In programs where progress is measured in percentage increases, it would be helpful to have the baseline indicated.
- o All training programs should be cross-checked against the International Standing Committee's Strategy/Implementation Plan to avoid duplication, to eliminate double counting, and to assure consistency in planning, funding and execution.

#### Specific Recommendations

##### Introduction

Page 5, Paragraph 2: On line 8 insert the following sentence after the word "seized.": "If these activities occur on the high seas, the Department of State will provide appropriate liaison between U.S. Government agencies and the foreign governments concerned."

Threat

Page 9, paragraph 2: At the end of the second sentence after "campaigns", add: "unless a safe and effective herbicide can be found and delivered from an aerial platform. (See the International Standing Committee's FY 88-89 Strategy/Implementation Plan, pp. 4-14."

Strategies

- Page 11, Program 1: The second objective should read: "Working through the U.S. Country Teams in source countries, establish ...."
- Page 13, Program 5: Change opening sentence to read: "In cooperation with the Department of State and Embassy Country Teams, increase effective...."
- Page 13, Program 6: Change opening sentence to read: "In cooperation with the Department of State and Embassy Country Teams, seek to improve relations...."
- Page 14, Program 8: Second sentence should read: "Working with the Department of State, evaluate an unsolicited...."
- Page 15, Program 1: Change opening sentence to read: "In cooperation with the Department of State and Embassy Country Teams, seek to use USCG cutters...."
- Page 16, Program 5: Change first sentence to read: "In cooperation with the Department of State and Embassy Country Teams, seek to improve relations with source country...."
- Page 19, Program 6: Change first sentence to read: "In cooperation with the Department of State and Embassy Country Teams, seek to improve international cooperative interdiction efforts...."



- Page 23, Program 13: Change first sentence to read: "In cooperation with the Department of State and Embassy Country Team, seek to expand present detection and tracking system."
- Page 27, Program 6: Change date of first objective from 1 January 1987 to an appropriate 1988 date. Circular 175 authority will first have to be obtained.
- Page 29, Program 12: This item requires consultations with the Department of State.
- Page 33, Program 5: Change to read: "Obtain Circular 175 authority to expand US/UK Agreement."
- Page 33, Program 4: This item requires consultations with the Department of State.
- Page 43, Strategy 9: Change language to read: "Working through the Department of State, conduct...."
- Page 43, Program 1: Add fifth objective: "Working through the Department of State, negotiate an interdiction agreement with Canada."



OFFICE OF THE VICE PRESIDENT  
WASHINGTON

October 26, 1987

Honorable William Von Raab  
Chairman, The Interdiction Committee  
c/o U.S. Customs Service  
1301 Constitution Avenue, N.W.  
Washington, D.C. 20229

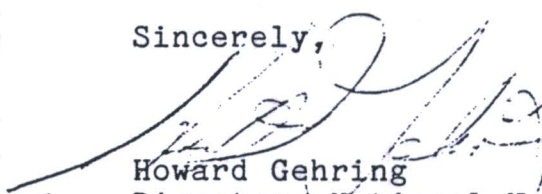
Dear Mr. Chairman:

Attached are the OVP/NNBIS comments on the air, land and maritime strategies dated October 19, 1987. These are all categorized as resource issues with no new policy, legislative or regulatory items identified.

As previously discussed, an introductory chapter tying these three strategies together still appears appropriate. This would lend continuity, especially as it relates to existing resources and the resource allocation process for interdiction and coordination between all federal law enforcement agencies and support agencies involved in interdiction. If TIC does not take on this responsibility, we anticipate the process not being made any easier as all supply related strategies take on their final form.

We appreciate the constraints under which your staff is operating and look forward to working with you in implementing the approved strategy items.

Sincerely,



Howard Gehring  
Director, National Narcotics  
Border Interdiction System

Attachments as stated

## NATIONAL NARCOTICS BORDER INTERDICTION SYSTEM

Recommended changes to the National Air Interdiction Draft Strategy and Plan (dated October 19, 1987)

### General Recommendations

- o Throughout, effectiveness of programs proposed are to be measured in percentages. What are the baselines for these percentages? Otherwise, these goals mean nothing as objectives.

### Specific Recommendations

- o Strategies 1 and 2 each imply increased secure/covered communications interoperability as objectives but propose no budgeted or programmed monies for these resources.
- Page 2, Para 3: While such a system "may" have national security applications, use of the verb "has" is highly presumptive and seems inappropriate.
- Page 3, Para 3, Sub-Bullet 2: Recommend "force" be made plural, i.e., "forces", to preclude misunderstandings of the strategy's intentions in use of detection assets.
- Page 4, Para 3, Last Sentence: Incomplete sentence.

- Page 27, Para 1: Operational control of air assets needs to be more clearly stated to preclude confusion during real-world implementation of the strategy. The use of the terms "operational support" and "tactical control" seems to avoid addressing OPCON.

## NATIONAL NARCOTICS BORDER INTERDICTION SYSTEM

Recommended changes to the Land Border Draft Strategy and Plan  
(dated October 19, 1987)

### General Recommendations

The following comments might help clarify the report for a non-involved reviewer.

### Specific Recommendations

Page 8. Section III is entitled THREAT but sub-sections of A, B and C are labelled Seaport Strategy, Airport Strategy, and Land Border Strategy while sub-section D is merely International Mail. These are the threats not the strategies -- it is confusing.

Recommend that sub-sections be labelled properly.

Pages 17 and 60. Strategy 1 and 4: Recommend change from "in order to interdict narcotics and its smugglers" to "in order to interdict narcotics and arrest smugglers". This would be consistent with the stated objectives which call for an increase in narcotics seized by 10% and an increase in container related arrests by 6 percent.

This statement should also be added to the land border strategy #3 on page 45.

## NATIONAL NARCOTICS BORDER INTERDICTION SYSTEM

Recommended changes to Maritime Interdiction Draft Strategy and Plan (dated October 19, 1987)

### General Recommendations

The Maritime Strategy, although containing detailed plans, is weak in describing the coordination of interagency interdiction efforts. The Air Strategy addresses coordination quite well, and it is recommended that some of the same Air Strategy wording be inserted into the Maritime Plan.

### Specific Recommendations

- o On page 46, after sentence 2, insert:

"Multi-agency special operations shall be coordinated with the National Narcotics Border Interdiction System (NNBIS), DEA, and, if foreign nations are involved, the Department of State and the appropriate ambassador."

- o Page 41, Program #6:

Objectives two and three may be reversed, i.e., 50% state and local 1 Apr 88, then 10% 1 Oct 88 or maybe 1 Oct 88 should be 100%.

October 26, 1987

Honorable William von Raab  
Chairman  
The Interdiction Committee  
U.S. Customs Service  
Department of the Treasury  
1301 Constitution Avenue, N.W.  
Washington, D.C. 20029

Dear Mr. von Raab:

The following comments concern the National Interdiction Strategy. They are provided in accordance with the discussions at the October 14, 1987 meeting of the Law Enforcement Coordinating Group and the request of David Pickens in his October 16, 1987 letter.

National Policy on Controlled Deliveries: While the strategy does include an objective to establish a National Policy on Controlled Deliveries, we urge that the significance of this issue not be understated. The technique of allowing controlled deliveries is a visible sign of the necessary and inevitable linkage between the Interdiction and Investigations Strategies. Decisions on controlled deliveries should clearly incorporate investigative prerogatives on this issue. The FBI should, therefore, fully participate in the formulation of the policy.

Maximizing the Probability of Interdicting Drugs: The system of Detection, Sorting, Interception/Tracking and Seizure/Apprehension identifies an effective approach which will increase the probability of interdicting drugs. A proactive interface with the Investigations Strategy will significantly enhance that probability. Although the strategy notes the linkage with Investigations, a stronger recognition in the Executive Summary will more clearly highlight the interrelationship.

Honorable William von Raab

Use of Deadly Force in Air Interdiction: The FBI strongly supports a drug interdiction policy that seeks to aggressively deter smugglers from pursuing their illicit activities. The use of deadly force should be exclusively reserved, however, for self-defense or in the defense of another. A policy advocating the shooting down of aircraft employed in drug smuggling exceeds the scope of existing standards for using deadly force. The FBI recommends that this policy initiative be terminated.

Sincerely yours,

John E. Otto  
Acting Director

1 - Mr. David Pickens  
Executive Director  
National Drug Policy Board  
Room 6649, Main Justice  
10th and Constitution Avenue, N.W.  
Washington, D.C.

CO  
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IN





THE OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE

WASHINGTON, D.C. 20301-4000

FORCE MANAGEMENT  
AND PERSONNEL

26 OCT 1987

Honorable William von Raab  
Chairman  
The Interdiction Committee  
U.S. Customs Service  
1301 Constitution Avenue, N.W.  
Washington, D.C. 20229

Dear Mr. Chairman:

We have completed our review of the October 19, 1987, drafts of the Land, Maritime and Air Interdiction strategies. Overall, the strategies are excellent and reflect a great deal of work on the part of all concerned. We are pleased to concur fully with the maritime strategy as written.

We also concur with the land strategy subject to one revision. Request that all references to "military canine units" be removed from pages 49, 52 and 57.

Concerning the air strategy, on October 7, 1987, I provided changes to the first draft. Our review of this strategy reveals that those changes have not been included in the current October 19 draft. We will concur with the air strategy if those changes, listed below for easy reference, are made.

P.2, Para 3, Lines 1&2, change to read: "The development of the National Air Interdiction System could have national security applications..."

P.4, Para 1, Lines 1&2, change to read: "By adding limited numbers of mobile detection/control assets to compliment the primary system of fixed defensive assets such as over-the-horizon radars, a proactive..."

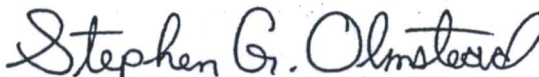
P.8, Program 4, Lines 1-4, change to read: "Implement one (1) additional Land-Based Aerostat (LBA) in the Bahamas (Cariball II) and one (1) LBA in the Turks and Caicos Islands (Cariball III) with air and surface detection capability. Increase the air and add surface detection capability for the existing LBA in the Bahamas (Cariball I)."

P.12, Objective 9b, add: "consistent with military training and readiness imperatives."

P.18, Program 3, change first sentence to read: "Contingent upon successful P-3 (AEW) prototype operational evaluation and favorable completion of a cost/benefit effectiveness analysis against alternative platforms, implement..."

P.27, Para 5, Line 6, change to read: "...acquiring additional long-range surveillance capability such as over-the-horizon radar, AEW aircraft, aerostats, interceptors, helicopters..."

Sincerely,



Stephen G. Olmstead  
Lieutenant General, USMC  
Deputy Assistant Secretary  
Drug Policy and Enforcement/  
Director, DoD Task Force on  
Drug Enforcement

cc: Executive Director, NDPB

TAB G

RESOURCE OVERVIEW

1. The Interdiction Committee has identified net increases over the 1988 budget amounting to 3793 FTE workyears and \$531.3 million. This represents an increase of 33.0% in FTE's and 68.0% in funding.

-- In addition to increases requested in the 1989 OMB budget, Interdiction has targetted another 2937 FTE's and \$388.0 million for consideration by the NDPB. (\$203.6 million is capital-related)

2. The net change from the 1988 budget is distributed as follows: (dollars in millions)

	<u>1989 OMB Inc</u>		<u>New Enhancements</u>		<u>Total Change</u>	
	<u>FTE</u>	<u>\$</u>	<u>FTE</u>	<u>\$</u>	<u>FTE</u>	<u>\$</u>
Air.....	174	\$59.5	89	\$150.9	263	\$210.4
Maritime.....	-118	48.7	601	97.5	483	146.2
Land.....	800	35.1	2247	139.6	3047	174.7
Total	856	143.3	2937	388.0	3793	531.3

3. If the Interdiction request were approved in full, the Air interdiction and Land interdiction percentage of the total Interdiction budget would both increase by seven percent over 1988 with the Maritime budget decreasing by fourteen percent. A detailed chart follows:

Interdiction Resources By Strategy  
(dollars in thousands)

<u>Strategy:</u>	<u>1988</u> \$ <u>(%)</u>	<u>1989 OMB</u> \$ <u>(%)</u>	<u>1989 Request to NDPB</u> \$ <u>(%)</u>	<u>Change from 1988</u>
Air.....	\$174.1 (22%)	233.6 (25%)	\$384.5 (29%)	+7%
Maritime..	504.8 (64%)	553.5 (60%)	651.0 (50%)	-14%
Land....	107.0 (14%)	142.1 (15%)	281.7 (21%)	+7%
	785.9 (100%)	929.2 (100%)	1317.2 (100%)	...

% = Percent of Budget

INTERDICTION RESOURCE SUMMARY BY STRATEGY  
(dollars in millions)

	1988			1989 OMB REQUEST			New 1989 Program Increases				1989 Estimates to NDPE		
	Pos	FTE	\$	Pos	FTE	\$	Pos	FTE	\$	(Capital)	Pos	FTE	\$
<u>AIR:</u>													
Eastern United States	606	602	\$ 87.0	780	776	\$137.1	40	40	\$ 33.9	(\$ 25.2)	820	816	\$171.0
Western United States	560	528	87.1	560	528	96.5	76	49	117.0	( 107.2)	636	577	213.5
Total Air	1,166	1,130	174.1	1,340	1,304	233.6	116	89	150.9	( 132.4)	1,456	1,393	384.5
<u>MARITIME:</u>													
Atlantic Departure Zone	654	654	33.8	660	660	33.0	13	13	3.0	( 0 )	673	673	36.0
Pacific Departure Zone	235	235	12.3	236	236	12.3	7	7	.3	( 0 )	243	243	12.6
Atlantic Transit Zone	2,008	2,008	138.4	1,959	1,959	156.0	263	261	33.6	( 15.7)	2,222	2,220	189.6
Bahamas/Straits of													
Florida Transit Zone	978	958	56.4	956	922	81.6	179	168	37.9	( 22.2)	1,135	1,090	119.5
Pacific Transit Zone	534	534	37.8	494	494	31.6	...	...	...	( ... )	494	494	31.6
Atlantic Arrival Zone	1,971	1,965	102.8	2,024	2,018	107.6	39	37	10.4	( 8.6)	2,063	2,055	118.0
Pacific Coast Arrival Zone	1,050	1,038	58.9	1,031	1,019	58.9	45	42	4.2	( 1.6)	1,076	1,061	63.1
Gulf of Mexico Arrival Zone	955	943	53.8	912	900	61.5	70	67	7.4	( 2.3)	982	967	68.9
Great Lakes Strategy	102	101	4.9	111	110	5.9	6	6	.7	( .4)	117	116	6.6
U.S. Coast Guard Overhead	41	39	5.7	41	39	5.1	...	...	...	( ... )	41	39	5.1
Total Maritime	8,528	8,475	504.8	8,424	8,357	553.5	622	601	97.5	( 50.8)	9,046	8,958	651.0
<u>LAND:</u>													
Seaport	233	222	14.0	277	262	16.1	1,200	1,140	69.8	( 10.4)	1,477	1,402	85.9
Airport	513	488	29.8	609	579	34.7	167	159	9.7	( 1.4)	776	738	44.4
Land Border	775	1,092	63.2	919	1,761	91.3	998	948	58.1	( 8.6)	1,917	2,709	149.4
International Mail <sup>1/</sup>	...	...	...	...	...	...	...	...	...	( ... )	...	...	...
Undistributed enhancements	...	...	...	...	...	...	...	...	2.0	( ... )	...	...	2.0
Total Land	1,521	1,802	107.0	1,805	2,602	142.1	2,365	2,247	139.6	( 20.4)	4,170	4,849	281.7
Total Interdiction <sup>2/</sup>	11,215	11,407	785.9	11,569	12,263	929.2	3,103	2,937	388.0	( 203.6)	14,672	15,200	1,317.2

<sup>1/</sup> Resource data is still being developed.

<sup>2/</sup> Based on discussions with TIC Staff, Coast Guard figures exclude salary costs for Coast Guard cutter patrol staff reported.

INTERDICTION RESOURCE SUMMARY BY AGENCY  
(dollars in millions)

	<u>1988</u>			<u>1988 OMB REQUEST</u>			<u>Program Inc.</u>			<u>(Capital)</u>	<u>Revised 1989 to NDPB</u>		
	<u>Pos</u>	<u>FTE</u>	<u>\$</u>	<u>Pos</u>	<u>FTE</u>	<u>\$</u>	<u>Pos</u>	<u>FTE</u>	<u>\$</u>		<u>Pos</u>	<u>FTE</u>	<u>\$</u>
<u>AIR:</u>													
- Customs	728	692	\$132.5	728	692	\$120.0	80	53	\$117.7	(107.8)	808	745	\$237.7
- Coast Guard	438	438	41.6	612	612	113.6	36	36	33.2	( 24.6)	648	648	146.8
Total	1,166	1,130	174.1	1,340	1,304	233.6	116	89	150.9	(132.4)	1,456	1,393	384.5
<u>MARITIME:</u>													
- Customs	755	702	\$ 37.4	755	702	\$ 38.6	345	324	\$ 54.0	( 29.2)	1,100	1,026	\$ 92.6
- Coast Guard	7,773	7,773	467.4	7,669	7,655	514.9	277	277	43.5	( 21.6)	7,946	7,932	558.4
Total	8,528	8,475	504.8	8,424	8,357	553.5	622	601	97.5	( 50.8)	9,046	8,958	651.0
<u>LAND:</u>													
- Customs	1,521	1,445	\$ 88.8	1,805	1,716	\$103.2	2,365	2,247	\$139.6	( 20.4)	4,170	3,963	\$242.8
- INS	...	357	18.2	...	886	38.9	...	...	...	( ... )	...	886	38.9
Total	1,521	1,802	107.0	1,805	2,602	142.1	2,365	2,247	139.6	( 20.4)	4,170	4,849	281.7
<u>OVERALL:</u>													
- Customs	3,004	2,839	\$258.7	3,288	3,110	\$261.8	2,790	2,624	\$311.3	(157.4)	6,078	5,734	573.1
- Coast Guard <sup>1/</sup>	8,211	8,211	509.0	8,281	8,267	628.5	313	313	76.7	( 46.2)	8,594	8,580	705.2
- INS	...	357	18.2	...	886	38.9	...	...	...	( ... )	...	886	38.9
Total	11,215	11,407	785.9	11,569	12,263	929.2	3,103	2,937	388.0	(203.6)	14,672	15,200	1,317.2

<sup>1/</sup> Based on discussions with TIC Staff, Coast Guard figures exclude salary costs for Coast Guard cutter patrol staff reported.

MAJOR NEW ENHANCEMENT HIGHLIGHTS  
(dollars in millions)

MARITIME INTERDICTION

<u>o Atlantic Coast Departure Zone:</u>	<u>FTE</u>	<u>\$</u> (includes overhead)
- Procure two mobile deployable secure tactical communications centers	---	\$1.4
<u>o Atlantic Coast Transit Zone:</u>		
- Procure and install UHF secure tactical communication system for interdiction vessels, aircraft and SBA vessels and install relay transceivers on aerostats and E-2C aircraft	---	3.7
- Modify SBA vessels to provide JP-5 and diesel fuel support to cutters	---	2.5
- Provide reliable and secure tactical communications networks between operational commanders and interdiction platform	47	15.1
- Establish logistical support for 110 foot patrol boats and WMEC's (180 foot platform)	---	2.8
- Provide two fully capable patrol boats and SBA team	154	7.7



	<u>FTE</u>	<u>\$</u> (includes overhead)
o <u>Florida/Bahamas Transit Zone:</u>		
- U.S. Customs Blue Lightning Operations Center	33	1.3
- Replacement and purchase of Custom's boats *	56	8.1
- Enhance U.S. Border Envelope Intelligence Gathering	30	1.4
- Lighter-Than-Air Feasibility/Cost Study	33	26.1
o <u>Atlantic Coast Arrival Zone:</u>		
- Provide additional gyro stabilized binoculars and modern night vision/infrared equipment for intercept platforms	---	6.2
- Boat replacement (Customs) *	23	3.8
o <u>Pacific Coast Arrival Zone:</u>		
- Boat replacement (Customs) *	23	3.5
o <u>Gulf of Mexico Arrival Zone:</u>		
- Replace and increase Gulf fleet of boats *	11	2.9
- BLOC Gulf (CG and Customs)	25	2.3
- BLOC Houston	10	1.5
Total	445	90.3

\* Included in Customs Budget but actual allocation of resources between USCG and USCS subject to further bilateral discussions.

AIR INTERDICTION:

<u>o Eastern U.S.</u>	<u>FTE</u>	<u>\$</u>
- Joint Bahamas LBA's (two additional LBA's)	---	\$20.0
- CG OPBAT Helos (3 upgraded FLIR and NVG)	29	12.3
<u>o Western U.S.</u>		
- CS SW Border LBA's (Implement six (6) LBA's)	---	20.0
- Implement four (4) CS modified P-3 (AEW)	12	88.5
- Implement additional CS trackers and interceptors	33	1.2
- CS Support Costs	---	7.2
Total	<hr/> 74	<hr/> 149.2

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TAB H

## List of Participating Agencies

- |     |  |         |
|-----|--|---------|
| 1.  | Action   |         |
| 2.  | Agency for International Development                   | AID     |
| 3.  | Agriculture, Department of                             | AG      |
|     | - Agricultural Research Service                        | AGRS    |
|     | - U.S. Forest Service                                  | USFS    |
| 4.  | Alliance   |         |
| 5.  | Central Intelligence Agency                            | CIA     |
| 6.  | Commerce, Department of                                | COMM    |
| 7.  | Department of Defense                                  | DOD     |
|     | - Defense Intelligence Agency                          | DIA     |
|     | - Direct Operating Costs                               | DOC     |
|     | - Drug Task Force                                      | DOD/DTF |
|     | - Health Affairs                                       | DOD/HA  |
|     | - Joint Chiefs of Staff                                | JCS     |
|     | - National Security Agency                             | NSA     |
|     | - Other Appropriations                                 | OA      |
| 8.  | Drug Abuse Policy Office                               | DAPO    |
| 9.  | Education, Department of                               | ED      |
| 10. | Energy, Department of                                  | DOE     |
| 11. | Health and Human Services, Department of               | HHS     |
|     | - Alcohol, Drug Abuse and Mental Health Administration | ADAMHA  |
|     | - Natl Inst. on Alcohol Abuse & Alcoholism             | NIAAA   |
|     | - Natl Institute on Drug Abuse                         | NIDA    |
|     | - Natl Institute of Mental Health                      | NIMH    |
|     | - Office of Substance Abuse Prevention                 | OSAP    |
|     | - Administration for Children, Youth & Families        | AGYF    |
|     | - Administration for Native Americans                  | ANA     |
|     | - Family Support Administration                        | FSAD    |
|     | - Food and Drug Administration                         | FDA     |
|     | - Health Resources and Services Admin.                 | HRSA    |
|     | - Indian Health Services                               | IHS     |
|     | - Bureau of Health Care Delivery & Asst                | BHCDA   |
|     | - Bureau of Resources Development                      | BRD     |
|     | - Social Security Administration                       | SSA     |

12.	Housing and Urban Development, Department of	HUD
13.	Information Agency, United States	USIA
14.	Interior, Department of	INT
	- Bureau of Indian Affairs	BIA
	- Bureau of Land Management	BLM
	- Fish and Wildlife Service	FWS
	- National Park Service	NPS
15.	Justice, Department of	DOJ
	- Bureau of Prisons	BOP
	- Criminal Division	CRM
	- Drug Enforcement Administration	DEA
	- Federal Bureau of Investigation	FBI
	- Immigration & Naturalization Service	INS
	- Office of Justice Programs	OJP
	- Bureau of Justice Assistance	BJA
	- Bureau of Justice Statistics	BJS
	- National Institute of Justice	NIJ
	- Office of Justice Programs	OJP
	- Office of Juvenile & Delinquency Prevention	OJJDP
	- Support of Prisons	SUSP
	- Tax Division	TAX
	- United States Attorneys	USA
	- United States Marshal Service	USMS
16.	Labor, Department of	LABOR
17.	Mine Safety and Health Administration	
18.	National Narcotics Border Interdiction System	NNBIS
19.	National Security Council	NSC
20.	Nuclear Regulatory Commission	NRG
21.	Occupational Safety and Health Administration	
22.	Office of Personnel Management	OPM
23.	Organized Crime Drug Enforcement Task Force	OCDETF
24.	State, Department of	STATE
	- International Narcotics Matters	INM
25.	Transportation, Department of	DOT
	- Federal Aviation Administration	FAA
	- Federal Railroad Administration	FRA



- Maritime Administration	MARAD
- National Highway Traffic & Safety	NHTSA
- United States Coast Guard	USCG
26. Treasury, Department of the	Treas
- Bureau of Alcohol, Tobacco and Firearms	ATF
- Internal Revenue Service	IRS
- Payments to Puerto Rico	PPR
- United States Customs Service	USCS
- United States Secret Service	USSS
27. Veterans Administration	VA
28. White House Conference	WHC