



EXECUTIVE SUMMARY

Introduction

Despite the recent successes by the El Paso County Auto Theft Prevention Task Force in addressing auto theft problems in and around El Paso County, the international boundary between the United States and Mexico continued to stand as an obstacle that severely hindered anti-auto theft initiatives. A high rate of illegal exports and a dismal recovery rate identified the international border as a unique problem requiring a unique response. As the responsible agency for auto theft crimes and issues in El Paso County, the Auto Theft Task Force command staff utilized historic, statistical and intelligence data to identify the problem.

Scanning

The El Paso County Auto Theft Prevention Task Force is a multi-agency response to auto theft. The primary agencies assigned to the unit include the El Paso Police Department, the El Paso County Sheriffs Department and the National Insurance Crime Bureau. A host of federal, state, civil, and regulatory agencies are called upon and provide assistance through a focused cooperative. It was through these resources that an analysis of border crime was conducted.

Analysis

Through multi-agency meetings, media announcements and responses, public surveys, meetings with private businesses, and inclusion of civil and regulatory agencies analysis looked at the issue on an international, national and local level. One of the most important trend that was exposed was that Mexico, especially the Border States, were experiencing the same problems with the United States border. Another important item exposed through analysis was that past practices relied solely on personal contacts. The El Paso Police Department maintained a

permanent Mexico liaison officer, as did the Sheriffs Office and most federal agencies. The National Insurance Crime Bureau created an International Division and despite positive predictions, also came to rely on personal contacts. Analysis assisted in defining the problems created by the international border that included:

1. A lack of formal procedures and processes to insure compliance with the U.S./Mexico treaty for the return of stolen property;
2. A means to communicate thefts, recoveries, circumstances of recovery, and investigative leads and needs;
3. A means to facilitate the recovery and/or abandonment of stolen property by owners; and
4. A means to pursue successful prosecution of the thieves and traffickers in stolen property.

Response

The response was the development and implementation of an international initiative titled "Border Partners". Partially funded by a state grant with an in-kind match by participating agencies, it represented a pilot program designed to eliminate the border as a barrier. The primary agencies included the El Paso County Auto Theft Prevention Task Force, the State Police Border Auto Theft Information Center, and the State Attorney General's Office in Chihuahua Mexico. In an unprecedented and first of its kind program, Border Partners was designed as a 3 part project that provided for:

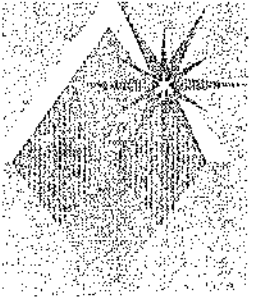
1. A computerized exchange of information;
2. The creation of an Assets Recovery Assistance Team; and
3. Article 4 prosecutions as an alternative to extradition

Assessment

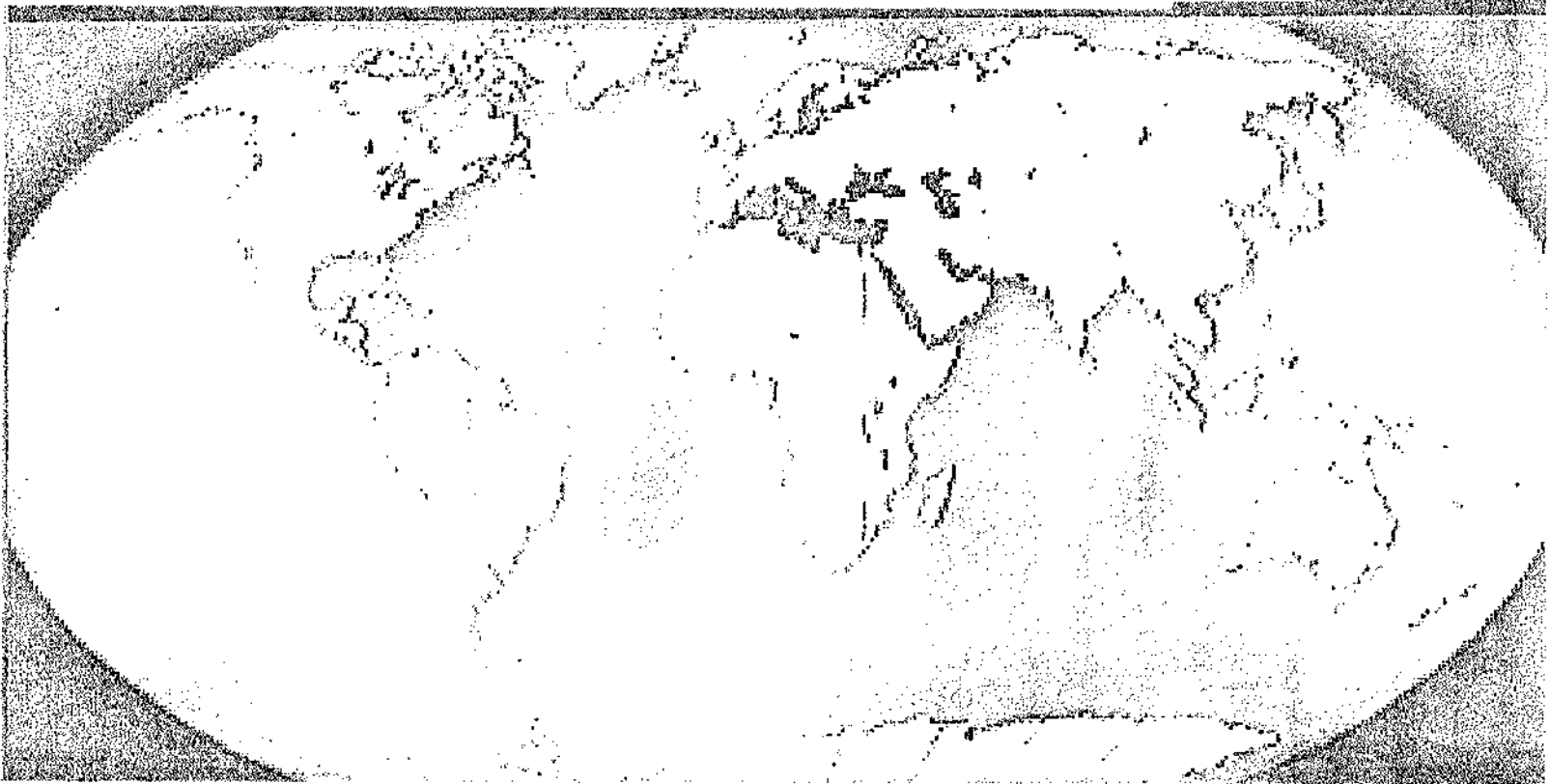
The old adages that state, "It can't be done" or "That's the way it's always been done" has been replaced with our slogan, "The identification of any obstacle is only the first step in its elimination". In it's persistence for border solutions the El Paso County Auto Theft Prevention Task Force feels its project "Border Partners" serves to facilitate the pooling of expertise and other resources so that the individual weaknesses of the member agencies become a collective task force's strengths. Intelligence gathering, information sharing, and communications among member agencies are significantly enhanced in the more formal coordinated task force setting and on a much broader base than in a case by case situation. Border Partners is being viewed as a successful program that has essentially eliminated the border as an obstacle.

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Going Global





AUTO THEFT PROGRAM: GOING GLOBAL

SCANNING

Auto theft and smuggling in both the United States and Mexico have become a sophisticated business and is one of the "staple enterprises" of many organized crime groups throughout the world. Auto theft is the highest cost loss property crime. Charged with the handling of all auto theft crimes and issues in the county of El Paso, The El Paso County Auto Theft Prevention Task Force strives to develop new and improved strategic and tactical operations to address the problem. Despite continuous reductions in the auto theft rate during the last four years, historic and statistical data served as a sign that regardless of previous efforts the international border at El Paso presented a unique problem requiring a unique solution. It had been determined that between 54 and 62% of the reported thefts in the county were for the purpose of commercial profit and in 39% of the cases the vehicle was taken into Mexico. Thieves and stolen vehicle traffickers were satisfying a demand for vehicles by supplying stolen cars and car parts. As the recognized experts in auto theft crimes and issues the community, police managers, and law enforcement agencies relied on the Auto Theft Task Force to identify significant trends and patterns as part of a their organizational responsibilities.

The Auto Theft Task Force is a multi-agency response and initial diagnosis of the problems were viewed from the differing perspectives that included law enforcement, civil agencies, and regulatory authorities. The auto thefts reported in the county were categorized by motive and the subsequent statistical results divided as follows:

1. Commercial Profit 54-62%
2. Transportation 13-15%
3. Joyriding 5-12%
4. Used in the commission of other crimes 1 -2%

ANALYSIS

To have a significant impact on the overall theft rate the Task Force focused their energy towards commercial profit crimes and further research narrowed the target of deployment to issues involving the international boundary between the United States and Mexico. Pie-deployment crime statistics were researched to analyze the problem. Methodology employed to insure a thorough research effort included community surveys, interviews of criminal justice agencies both in the United States and Mexico, media announcements and responses, meetings with private businesses from the insurance industry, observations and compilation of data for subsequent analysis. Trends were viewed on an international, national and local level. The El Paso County Auto Theft Prevention Task Force in itself is a multi-agency unit and it includes a myriad of disciplines within its ranks. Counted as primary agencies are the El Paso Police Department (lead agency), the Sheriff's Department, U.S. Customs, Immigration and Naturalization, and the National Insurance Crime Bureau,

Historically, the El Paso County Auto Theft Prevention Task Force was funded by a state grant based on its high auto theft rates and poor recovery rates.

1939: The city and county of Ei Paso in noted a dramatic increase in the number of auto thefts occurring within the area, and in addition, noted the dismal rate of recoveries.

1990: During the planning and preparation stages to address the problem 5636 autos were stolen reflecting a 4.5% increase. It was noted that nationally EI Paso was recognized as the number TWO spot for the most auto thefts, per capita, second only to a small town in Rhode Island. The significant difference was that Rhode Island suffered "joyriding" crimes with most vehicles recovered, whereas El Paso suffered permanent losses, with no means to impact recoveries.

1990. 1991, and 1992, the El Paso Police Department dedicated a small internal task force, with limited resources, to address the auto theft problem. This was recognized as a learning phase, and the lack of education, the extremely small size of the task force, combined to find only minimal success in minor reductions in hot spots, not affecting the overall rate.

In the latter part of 1993: the first El Paso County Auto Theft Prevention Task Force, under the direct leadership of the El Paso Police Department, received a start up grant from the Texas Auto Theft Prevention Authority. The results were immediate with a 2.1% decrease in auto thefts, which was considered successful. The startup grant funded a multi-agency task force, which included the Police Department and the Sheriffs Office.

1994: the newly created E! Paso County Auto Theft Prevention Task Force became fully staffed and operational with phenomenal results with auto thefts decreasing 29.6%.

1995: saw an additional 0.6% decrease, which was still significant from the figures

reported in 1989, 1990, and 1991. The statistical data also supported the fact that continued operations could maintain a decrease in auto thefts, but also a need for staff intensive operations.

1996: unfortunately showed an increase of 11% and it was at this time that organized criminal activity emerged as a significant challenge to the Auto Theft Prevention Task Force. Stolen autos and auto parts were shipped into Mexico, Central America and South America. There was also a corresponding surge in criminal street gang activity shipping autos and auto parts north and east into the United States.

1997: witnessed the results of implementing strategic and tactical operations that attacked the auto theft problem from a myriad of fronts that included prevention, intervention, and apprehension. This resulted in a dramatic decrease in auto thefts of 45%. This was a dramatic demonstration of the abilities and capabilities of the El Paso County Auto Theft Prevention Task Force.

1993: experienced decentralization and restructuring to create a proactive unit assigned to the Directed Investigations Division. The unit was sub-divided into three teams utilizing established task force models that created two field teams which were activity response oriented and performed enforcement functions, and a third team with an investigative orientation that placed emphasis on criminal organizations and specific criminals. This all resulted in a decrease from the previous year, of another 22%. In recognition for this achievement the Auto Theft Prevention Task Force was recognized as the Unit of the Year which is a coveted Law Enforcement Award.

1999: witnessed a 22% decrease in auto thefts and an increase in recoveries to 42%. Improved programs and initiatives has provided for the best statistics related to auto theft

since the inception of the program. There were 203 arrests, 92 for organized criminal activity.

2000: ended with a 4% increase, a difference of 71 vehicles. This slight increase is being viewed as being within standards. There were 587 arrests: 82 from on-view and/or case by case basis, 62 for organized criminal activity, and 443 from inbound/outbound operations. From the inbound/outbound operations 21 arrests were related to auto theft specifically.

Despite continued successes by the El Paso County Auto Theft Prevention Task force in recent years, the international border between the United States and Mexico still stood as an obstacle that severely hindered anti-auto theft initiatives. Analysis of the international market for stolen autos, the offenders, and the victims revealed important and significant trends that included:

1. Mexico, especially border states, were experiencing like problems with the United States border, which would make joint efforts mutually beneficial;
2. Auto Theft rates and recovery rates bore many similarities percentage wise between both countries;
3. The U.S./Mexico treaty was interpreted differently by different border communities;
4. Personal contacts were heavily relied on in the recovery process;
5. Thefts crossing international borders were predominantly for commercial profit supplying a demand;
6. Recovery services, referred to as "bounty hunters" proliferated along the border regions and sometimes re-victimized the victims;

7. Little or no consequences existed for the criminal because of limited and restrictive extradition procedures.
8. The border represented a means to dispose of stolen property with minimal risk of consequences because of a lack of shared information. For example the National Crime Information Center reports stolen vehicles to law enforcement agencies within the United States, however, by merely crossing the border the law enforcement agencies in Mexico did not have access to this information routinely,
9. Many recovered vehicles were abandoned because of the quagmire of procedures and processes involved in the recovery of stolen property;
10. There was no existing means to check registrations in either country for registered stolen vehicles which would not have been reported stolen in the foreign country and in most cases were re-introduced into the market and sold to an unsuspecting customer.
11. The offenders involved were clearly repeat offenders and active CARTEL members. A high number of stolen vehicles were being seized returning to the United States in drug related offenses.

Situational information was eliminated as having any importance to this particular project because it did not involve a concentrated tactical effort. Responses being considered revolved around strategic investigations that were designed to disrupt and/or dismantle organizations involved in auto theft.

Other areas analyzed included:

Demographics and Target Population

1. The latest census indicates that the population of El Paso is approximately 606,526. The population of El Paso County including the various communities within is 86,651. The numbers introduced into El Paso from Fort Bliss and other associated military facilities is 35,000. The estimated population of Cd. Juarez is near 1.4 million. The total El Paso/Juarez metroplex is estimated to be 2,128,177 and is the largest international crossing in the United States.
2. There is an estimated registration of 400,250 vehicles in the city and county of El Paso annually, and the theft of nearly 3000 vehicles in 1998 is still significant. There has also been a major increase in recoveries from locations outside of El Paso County.
3. The isolation of the city, with respect to other major metropolitans such as Albuquerque, New Mexico, Phoenix, Arizona, and San Antonio, Texas, creates an atmosphere demanding residence in or near the city limits. This density in turn creates the opportunities for the emergence, growth, and continued existence of major organized criminal organizations.

Geographic Location:

1. El Paso County encompasses 1,058 square miles. Sixty miles of the southern edge shares the international border with Mexico dominated by the Mexican city of Cd. Juarez of the state of Chihuahua. This site houses the international pipeline between crime site and a distribution network.
2. International ports of entry and crossings between the United States and Mexico, that

impact both the city and the county of El Paso include the Fort Hancock crossing, the Fabens port of entry, the Ysleta port of entry, the Bridge of Americas, the Stanton Street bridge, the Paso Del Norte bridge and the Santa Teresa port of entry. This represents the LARGEST INTERNATIONAL METROPLEX IN THE UNITED STATES and according to the U.S. Customs Service represents the highest number of pedestrian and automobile traffic in the country. Large Truck traffic is only second to Laredo, Texas.

Funding Resources

New monies had been identified in the state grants funded by the Auto Theft Prevention Authority. A proposed response to the identified problems were presented to the ATPA sub-committee, Border Solutions, and with unanimous support the El Paso project was selected. The assurances of future grant funding provided the El Paso Police Department and the State Attorney General's Office in Chihuahua Mexico the impetus to agree to in kind match if and when it became necessary.

Analytical Conclusion

The El Paso County Auto Theft Prevention Task Force concluded its analysis of the problem and identified four specific problems to address that would provide the greatest impact:

1. There was a lack of procedures and processes to enforce the application of the U.S./Mexico Treaty for the return of stolen property;
2. There was non-existent communications between both countries announcing thefts, recoveries, circumstances of recovery and investigative leads and needs;

3. There was difficult to deal with and unacceptable bureaucratic process to recover stolen property that intimidate the citizens of both countries; and
4. There was no means to pursue the successful prosecution of the thieves and traffickers in stolen property.

RESPONSE

Several alternatives were looked at that included the development of our own liaison program with Mexico. We considered expanding the services of our Organized Crime Team. We looked at providing an educational service to the community to alert them to active trends and patterns. None of these services seemed to produce the amount of results to justify the demands of staff allotments and time costs. The Task Force wanted a program that would essentially incorporate the three Vs:

1. Intelligence
2. International liaison
3. Investigation

Specific Goals

- 1, An international strategy that will emphasize the United States' pursuit of cooperative efforts with other nations, and will confront the problems of supply and demand, and the trafficking in stolen cars, as well as related crimes. Initiatives will attack salvage and storage facilities, interdict vehicle shipments and delivery in both source and transit countries, and disrupt and dismantle auto theft organizations through international criminal, civil, and regulatory enforcement.

2. Implement a computerized exchange of information between Cd. Juarez, the Auto Theft Task Force, and BATIC.
3. Provide an Assets Recovery Assistance Team to law enforcement and citizens of the United States and Mexico.
4. Provide an investigative unit to assist prosecution efforts as an alternative to extradition.

Major Functions and Proposed Activities

BORDER PARTNERS; PART 1

Part 1 calls for the installation of four computers to establish a network environment linking the Chihuahua Attorney General's Office and State Judicial Police, the El Paso County Auto Theft Prevention Task Force, and the Border Auto Theft Information Center (BATIC), to promote a more efficient and effective exchange of information.

DATA TO BE exchanged will include, but is not limited to;

1. Report of thefts, US and Mexico
2. Description of circumstance upon request
3. Transfer of investigative reports
 - A. For release of property; or
 - B. Article 4 prosecution
4. Image transfer
 - A. Subject/suspect; or
 - B. Condition of vehicle
5. Work up requests and responses
6. Real time vehicle checks

ARIA OF OPERATION/AREA OF RESPONSIBILITY

Attorney General's Office of Chihuahua and the Mexican State Judicial Police:

1. Responsive to requests for checks made by the Cd. Juarez municipal police department;
2. Identify vehicles stored by state or local authorities to check for stolen;
3. Announce vehicles stolen in Mexico;
4. Submit requests for investigative assistance in Article 4 prosecutions;
5. Provide circumstances of recovery;
6. Request/provide investigative police reports to facilitate recoveries;
7. Request/provide reports, documents, photos, etc. for prosecutions;
3. Make necessary notifications within Mexico;
9. Forward notice of intent from owner/or affidavit;
10. Forward notification of disposition

El Paso County Auto Theft Prevention Task Force:

1. Announce stolen and wanted reports;
2. Establish communication protocols between the task force and Mexico to facilitate the rapid and accurate exchange of interdictions tactical information;
3. Respond to notifications from BATIC;
4. Respond to requests for assistance in prosecution efforts by Mexico;
5. Follow-up investigative leads developed by communications system;
6. Provide assistance in assets recovery;

7. Compile intelligence and historic data for timely distribution to other investigative agencies;
8. Make all necessary notifications;
9. Remove vehicles from NCIC in compliance with treaty;
10. Document vehicle history as it processes through system.

Border Auto Theft Information Center (BATIC):

1. Insure compliance with the US/Mexico treaty;
2. Provide information on vehicles reported stolen to any law enforcement agency;
3. Relay information to the requesting official;
4. Notify ORI;
5. Continue insuring compliance with NICB Notifications and dispositions;
6. Document incoming and outgoing information and maintain statistical report.

In a three way exchange of information, BATIC will enhance service to requesting agencies and make appropriate notifications of locates, hits, and reports of stolen vehicles. The sources of information forwarded to BATIC will come from the Mexican Attorney General's Office and the El Paso County Auto Theft Prevention Task Force. Developed sources will include real time checks and reports of stored vehicles in the various storage lots in both countries. The system will provide for a means of storage and retrieval of requests that allows for a systematic search via records of the NCIC and TCIC.

In the event of a hit, BATIC personnel will relay this information to the requesting official in an electronic letter with the stolen vehicle information certifying that the

vehicle has been entered as a stolen vehicle. A *locate* will not be placed on the vehicle in question and it will not be removed from NCIC pending compliance with the US/Mexico treaty.

The Assets Recovery Assistance Team will confirm any hits representing El Paso as the ORI for vehicles stolen within its jurisdiction. Any data identifying perpetrators from the description of circumstances will be forwarded to the investigative team. The team will make all necessary notifications to identified owners/interested parties. In the event the vehicle involved is not a member agency of MCB or is non-insured; the team will provide assistance in its recovery. In the event the vehicle will go unclaimed the team will remove local hits from NCIC and carry same as recovered, so treaty provisions can go into effect and the vehicle will be disposed according to established laws and policies. All reports will be supplemented to insure the procedures and policies have been adhered to.

BORDER PARTNERS: PAST 2

An Assets Recovery Assistance Team would be developed within the El Paso County Auto Theft Prevention Task Force. The policies and procedures directing this team would be imposed by the Task Force to accomplish the following:

1. Receive notifications from BATIC or the PGJE
2. Solicit intelligence from Mexico on a case by case basis to determine circumstances
3. Send notifications to interested parties including the respective consulate offices
4. Conduct a visual to confirm recoveries

5. Be available to citizens to instruct/guide/assist in recovery operations
6. Provide approved copies of the investigative reports required for recovery or for prosecutions
7. Resolve claims that include non-response and desire to abandon to insure correct dispositions
8. At conclusion of mandated time lines established by treaty, insure removal of vehicles from files and notify the appropriate counterpart so dispositions can be incorporated
9. Transcribe all intelligence data for the investigative team to follow-up
10. Assist in prosecution efforts in the U.S. and Mexico (i.e., article 4 prosecutions)
11. Translate all required documents
12. Close out cases for the jurisdiction charged to the El Paso County Auto Theft Prevention Task Force

The present process is distributed throughout the department and other agencies providing for mistakes, abuses, and poor audits. The Assets Recovery Assistance Team would fill the gap that presently exists and insure local compliance with the provisions of the US/Mexico treaty for the return of stolen property.

BORDER PARTNERS: PART 3

Part 3 addresses article 4 prosecutions as an alternative to extradition. Using the investigative model for task forces, the Auto Theft Task Force would spearhead a formal method of identifying organized criminal activity that crosses jurisdictional lines.

Allocation of resources and case targeting would be selected as a group effort by the agencies affected and/or involved.

The Assets Recovery Assistance Team would assist in the identification of targets via intelligence analysis and historic data derived from these shared resources. In the event the target is located in Mexico, coordinated efforts with the Procuraduria General de Justicia del Estado would be identified and the team would work hand in hand with the complainant to insure all prosecutorial needs are met on behalf of the Mexico Attorney General's Office. Most of the processing can be done via the respective consulate. AH translations and the necessary seals will be obtained by the Team on behalf of the prosecuting agency.

Coordination with the Texas Attorney General's Office would be included to provide guidance and insure compliance with treaties and other mandates.

In those cases where real time information is generated, coordination will be made with the District Attorney¹'s Office to produce warrants of arrest for identified parties involved and filed for future actions.

The Assets Recovery Assistance Team will coordinate all efforts of the Task Force to provide investigative assistance to any prosecution effort initiated by the team. Training in rules of evidence and courtroom testimonies will be developed and provided to the Assets Recovery Assistance Team.

The expected results **of the implementation of Border Partners included:**

Impact of Project on Stated Problems

1. Law Enforcement/Detection/Apprehension Projects: The opening of doors on an international level and exchange of information will create a wealth of information utilized to deploy personnel and develop strategies. The task force will establish communication protocols between the task force, Mexico and BATIC to facilitate the rapid and accurate exchange of interdiction tactical information. The communication regime allows for response in a timely fashion, to the consequences of operational events as they occur.
2. Prosecution/Adjudication/Conviction Projects: Through civil and regulatory authorities and international prosecutions, identified traffickers and thieves can be pursued across international boundaries and prosecuted for offenses related to auto theft. These prosecution efforts will assist in the elimination of obstacles and barriers that allowed for continued criminal activity because of the legal and diplomatic complexities that existed. As a viable alternative to extradition, prosecution efforts can be enhanced on both sides of the border.
3. Reduction of the Sale of Stolen Vehicles or Parts Projects: Through assets forfeiture and regulatory enforcement, the business of possessing, owning and or operating a business involved in the trafficking of stolen property, and/or the illegal proceeds obtained, will be impacted and result in a reduction of such practices.
4. Public Awareness and Crime Prevention/Education/Information Project: The El Paso/Juarez community, and U.S. citizens will benefit from assistance in the recovery of stolen property, and assistance in pursuing prosecution efforts of identified thieves,

overcoming the bureaucracy and restrictions of the international border. This will constitute a highly needed service to victims that is unprecedented.

Junctions of Significant Personnel

1. 1 Lieutenant to serve as project director, and section commander of the El Paso County Auto Theft Prevention Task Force funded by ATTF grant.
2. 1 Sergeants to serve as field supervisors of the designated field teams, funded by the city of El Paso.
3. 1 Secretary to perform the tasks outlined for the Assets Recovery Assistance Team.
4. 1 Clerk Typist to perform the computerized information exchange, assigned to the ATTF office.
5. Cd. Juarez will provide the services of two clerk typists to complete the information triangle between their city, ATTF and BATIC.
6. Cd. Juarez will provide the services of 4 clerks at the municipal lots to provide the vehicle information from their respective locations in a formalized program and coordinate with the ARA team in verifications, recoveries, etc.

ASSESSMENT

A proposed evaluation design was proposed to allow for accurate reporting of the program successes and most importantly to identify problems with the program that would have to be modified and/or eliminated. This includes the following:

Each objective in this project will be evaluated in a concise standardized report form using statistical and narrative data. These reports will provide sufficient data to measure the effectiveness of the project on a scheduled basis to address the Daily Report, Weekly Activity Report, Weekly Projected Activity Report, Monthly Report, Quarterly Report

(ATPA), and Annual Report. The combination of the requested data for the various reports provides an abundance of quantifiable data to determine quality of the project.

A General Services Project Report that encompasses both a factor check list and assignment narrative for crime prevention, enforcement, investigation, and intelligence is due at shift change every 28 days.

A Morning Report is expected to reflect daily accomplishments. It is a narrative and details any event that result in arrest and/or seizures.

Comparative charts containing statistical data detailing arrests, recoveries, and recovery amounts in dollars and cents is prepared weekly.

Relevant Data

Number of assigned cases Number of self initiated cases

Auto Theft Related Arrests: Other Arrests

 In US: Criminal cases filed

 In Mexico: Civil cases filed

Seizure cases filed Regulatory enforcement

Number of vehicles located Training for and by

Number of vehicles recovered Successful prosecutions

Number of vehicles returned Assistance to other agencies

Value of vehicle recovered/returned

The program was implemented on September 1, 2000 and is successfully accomplishing the tasks set for it. Border Partners is being viewed as being directly responsible for major decreases in the auto theft rate and a much improved recovery rate by both the

community and law enforcement participants in both the United States and Mexico. In November and December of 2000, 11 major repeat offenders have been taken into custody. There have been 129 recoveries by Border Partners. The latest intelligence reports has revealed that only one fourth of the reported stolen autos are being illegally exported into Mexico.

Obstacles to the program varied and were numerous. They included:

1. Restrictions to release **of information between foreign countries**. Solution: NCIC has provisions that allow a Task Force to develop its own procedures in the use of intelligence data. The Open Records Act was also called upon to secure some of the data. The Federal Bureau of Investigation was called in to review and evaluate the program to insure security compliance.
2. Obtaining equipment, **internet service, and security programs** to allow informational exchange. Solution: The command staff of the El Paso Police Department and the support of City personnel compelled the appropriate authority to comply with requests in a timely manner.
3. Resistance from **agencies and individuals that worked through personal contacts**. Solution: A persuasive argument that established policies and procedures would insure the success of established programs regardless of who might be assigned the task. This garnished major support from decision-makers and policy makers.
4. Resistance and severe **criticisms by other agencies previously involved in the recovery of stolen property**. **The major resistance was** received from the respective **consulates and the National Insurance Crime Bureau**.

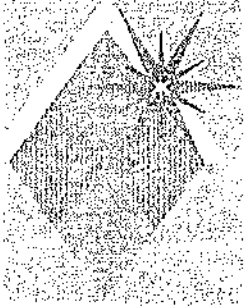
Solution: A training and educational module was developed and provided to resisting agencies that convinced them that the program in no way interfered or imposed on their established policies and/or procedures. A major portion of the training included a step by step outline of the program in relation to the existing U.S./Mexico treaty. The National Insurance Crime Bureau eventually was the agency that nominated the Border Partners Program for funding. The U.S. and Mexico consulate actively participate on a board of directors designed for the program to assist in evaluations and suggestions for modifications.

5. Obstacles and barriers imposed by "bounty hunters". Solution: Garnished the support of the respective consulates and city attorney to impose "rights to possession hearings" to eliminate bounty hunters.
6. Education and Training in applicable laws in both countries for participants. Solution: Developed a training module for cross training.
7. Education of the public both in the U.S. and Mexico to facilitate the recovery of stolen property. Solution: Utilized the services of the electronic and print media both in the United States and Mexico to advertise the program.
8. Provisions of investigative resources to a prosecuting agency regardless of the country represented. Solution: Developed procedures that incorporated sound practices obtained from the Northern States where investigative units actively work for the District Attorney. Took the concept and re-designed it to address the demands of the prosecuting agencies involved: Texas State

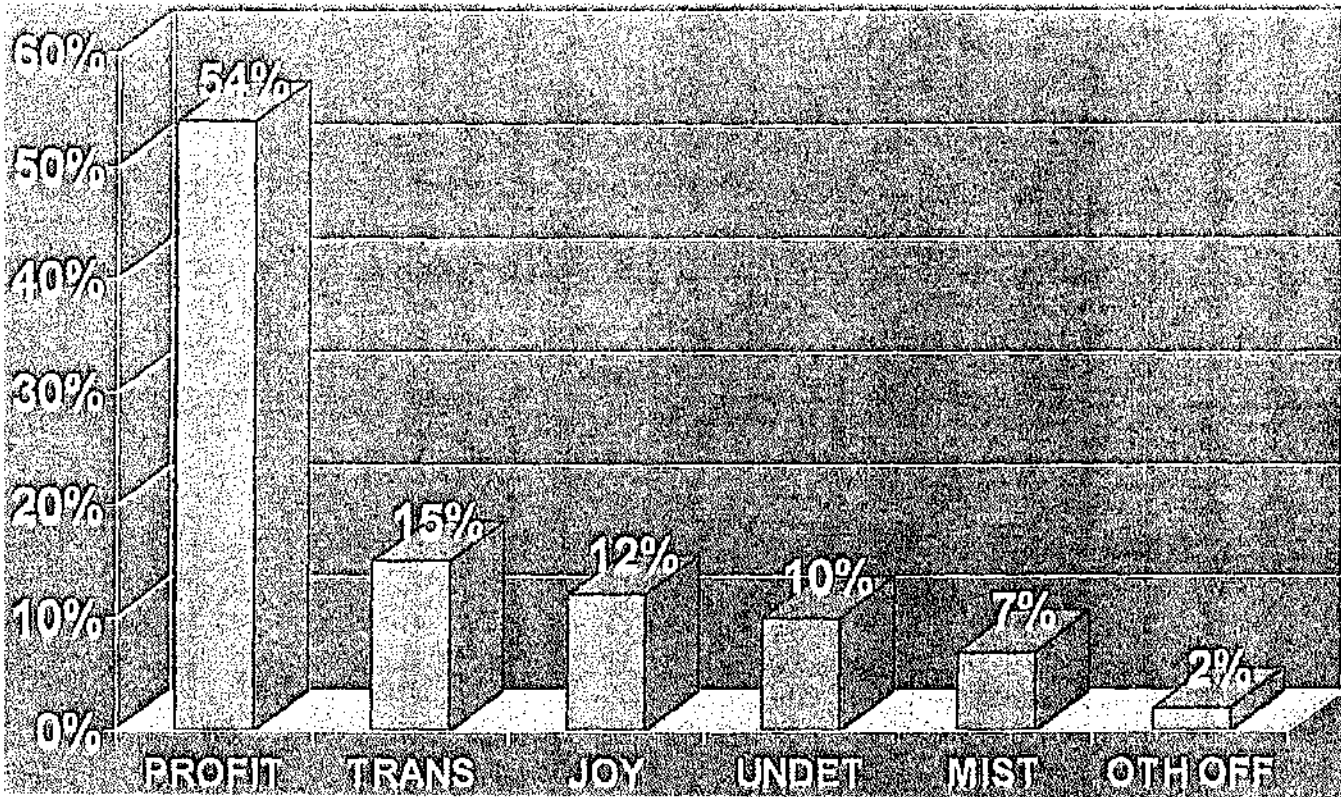
Attorney General's Office, Mexico's Chihuahua State Attorney General¹ s Office, the U.S. Attorney, the District Attorney and the County Attorney. Developed a training module in courtroom procedure and rules of evidence.

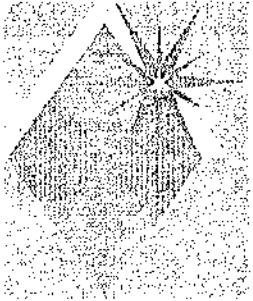
CONCLUSION

The old adages that state, "It can't be done" or "That's the way its always been done" have been replaced by our slogan, "The identification of an obstacle is the first step in its elimination". Border Partners is a new model that relies heavily upon electronic reporting and international relationships. Its goal is to provide a model plan that can eventually be implemented at every international port to stop the exportation of stolen vehicles. Its concept can be incorporated by other countries that deal with border issues and the recovery of stolen property. Review of the program has already taken place in training and educational programs provided to persons from Albania and Canada.

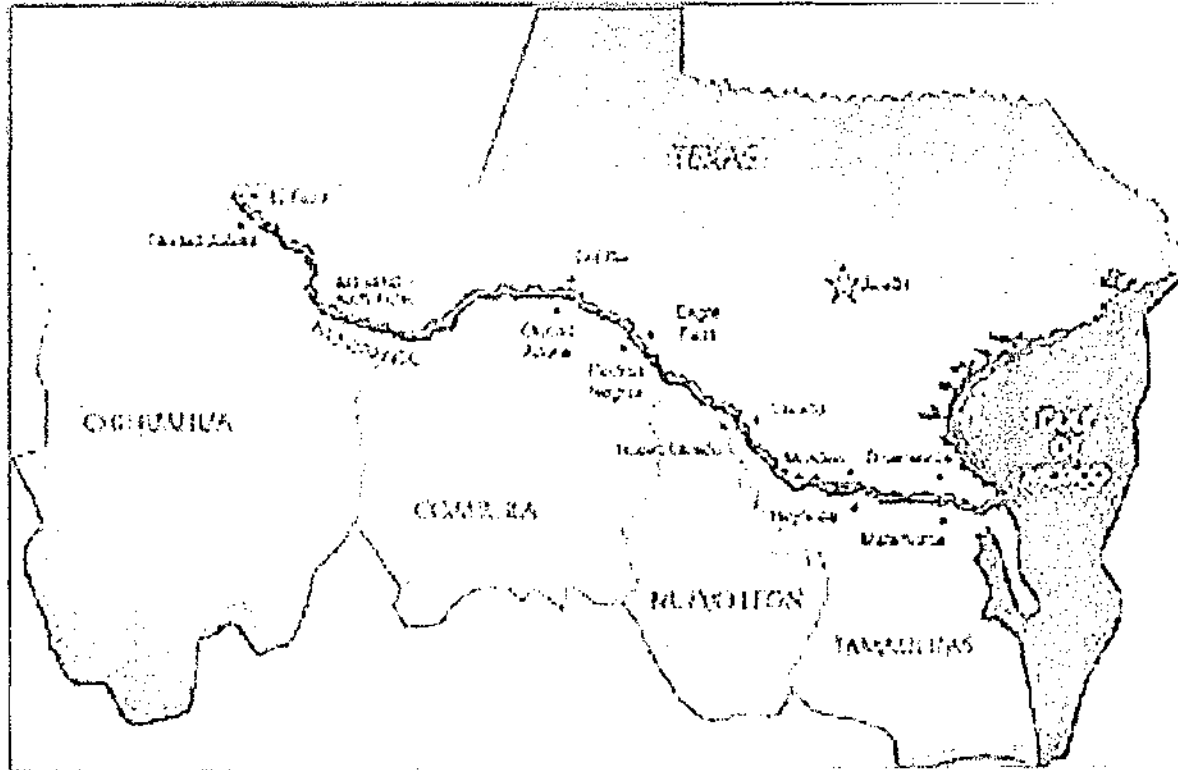


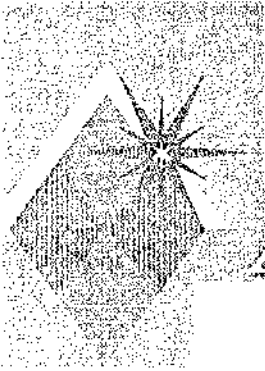
REASONS FOR THEFT



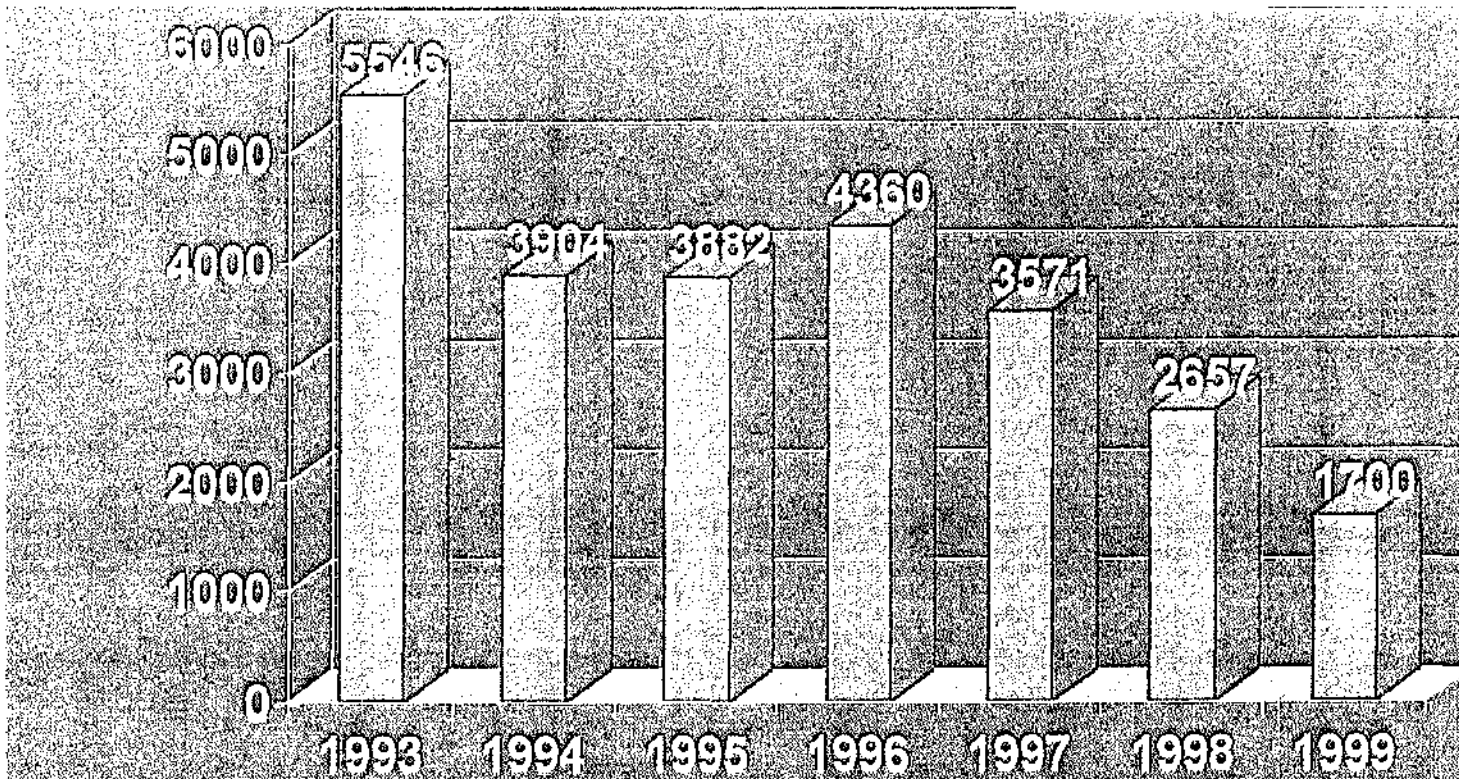


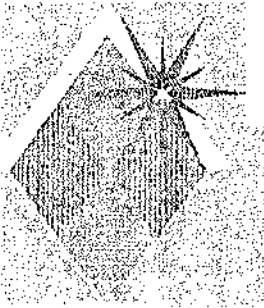
Texas - Mexico Border



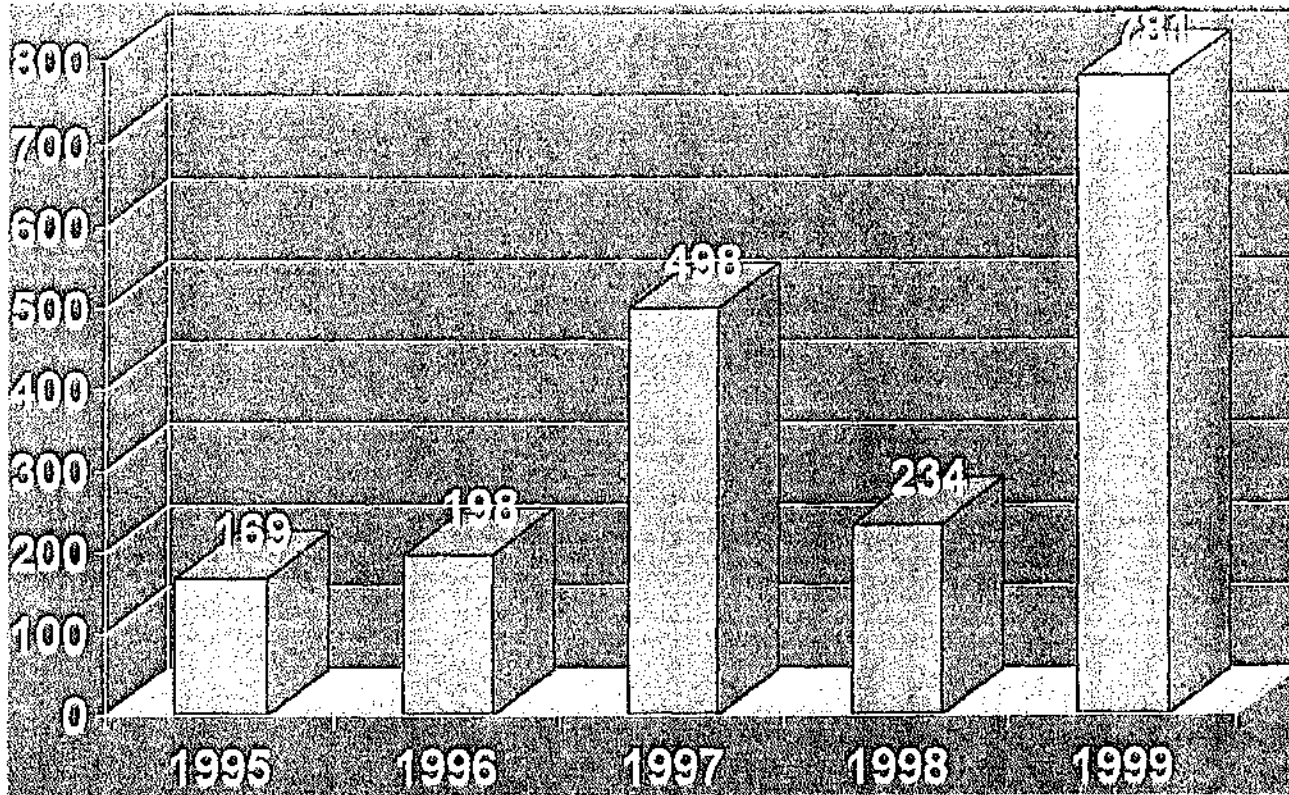


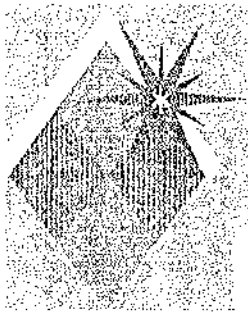
AUTO THEFTS





VEHICLE RECOVERIES





TASK FORCE ARRESTS

