Agenda

- Opening Remarks
- U.S. Air Cargo Overview
- U.S. Domestic Air Cargo Security
  - Certified Cargo Screening Program
- U.S.-Inbound Air Cargo Security
- Q & A
U.S. Air Cargo Overview
U.S. Air Cargo Supply Chain

- U.S. air cargo supply chain handles more than 50,000 tons of cargo each day, of which 7,500 tons (15%) is designated for domestic passenger carriers

**TSA Air Cargo focuses on two primary security threats:**

- Improvised explosive device (IED) exploding on a passenger aircraft
- Stowaway gaining access to an aircraft

**TSA takes a multi-layered approach to air cargo security:**

- Companies shipping and transporting cargo onto passenger planes are vetted to ensure they meet TSA security standards
- Air carriers and IACs screen cargo using approved screening methods and technologies
- TSA conducts random and risk-based targeting to identify high-risk cargo that requires secondary screening
- TSA inspectors continually assess compliance with security regulations
U.S. Domestic Air Cargo Security
100% Screening Requirement

Background


- The legislation mandates 100% screening by August 2010 and requires TSA to:
  - Establish a system to *screen* 100% of cargo transported on passenger aircraft.
  - Provide a level of security *commensurate* to that of passenger baggage.
  - Meet inspection benchmarks.

Congestionally Mandated Cargo Screening Benchmarks

- **9/11 Act**: August 2007
- **50%**: February 2009
- **100%**: August 2010
100% Screening Requirement

Impacts

- All cargo must be screened at the piece level by TSA-approved methods prior to being loaded on a passenger aircraft.
- Screening capacity at a single point in the supply chain is not sufficient enough to accomplish this requirement.
- Significant carrier delays, cargo backlogs, and transit time increases are expected.

~15 million pounds moves on PAX daily.

Cargo must be broken down to piece level and screened by piece.

August 2010
100% Screening Required by Congress
Piece Level Cargo

- Piece level cargo is the individual item within a shipment. The number of pieces is determined by the number of pieces identified by the shipper-level documentation.

- By February 3, 2009, all cargo must be broken down and 50% of the individual pieces must be screened prior to being loaded on a passenger aircraft.

- By August 3, 2010, cargo must be 100% screened at the piece level.
Certified Cargo Screening Program
Current Air Cargo Supply Chain

- Today the majority of screening of cargo bound for passenger aircraft is done by the air carrier.

**Notes:**
- **Screening must occur prior to consolidation.
  - Screening methods: electronic, manual, and canine.
- Ensure chain of custody
Future Air Cargo Supply Chain

- In the future, screening responsibility will be allocated across the supply chain.

Notes:
**Screening must occur prior to consolidation.
Screening methods: electronic, manual, and canine.
Ensure chain of custody.
Certified Cargo Screening Program Overview

The Certified Cargo Screening Program (CCSP) is a facility based program.

CCSP was developed to:

- Allow screening of cargo early in the air cargo supply chain by a trusted, vetted, and audited facility.
- Establish the integrity of a shipment through enhanced physical and personnel security standards at Certified Cargo Screening Facilities (CCSFs).
- Maintain the integrity of a shipment throughout the supply chain by utilizing stringent chain of custody methods.

Participation in CCSP is voluntary, but once in, CCSFs must:

- Adhere to increased TSA-directed security standards.
- Share responsibility for supply chain security.
- Employ chain of custody.
- Permit onsite validations.
- Submit a Facility Security Plan (FSP).
- Be subject to TSI-C inspections.
Who can become a Certified Cargo Screening Facility?

Facilities screening under the CCSP will be known as Certified Cargo Screening Facilities (CCSFs).

- Facilities currently applying to become Certified Cargo Screening Facilities:
  - Shipping Facilities
  - Freight Forwarding Facilities
  - Third Party Logistics Providers
  - Manufacturing Facilities
  - Warehouses
  - Distribution Centers

- Independent facilities may emerge to screen cargo for other entities.
- Any entity with a desire to screen cargo must have a facility that can be secured.
- CCSFs must be no more than one node back from a currently regulated entity (freight forwarder/air carrier).
- Facilities that are not currently regulated by TSA will become regulated under the program.
Tendering Screened Cargo

1. Cargo must be physically identified as screened before tender.
   - TSA will issue size and sticker specifications, but will not work with a vendor to supply screening identification methods.

2. CCSFs must tender a certification statement that the cargo has been screened and is from a TSA-approved CCSF.
100% Screening Summary

- The 50% and 100% milestones are fast approaching, congressionally mandated, and therefore not flexible.
- TSA will enable secure, audited, and certified facilities to screen cargo further upstream in the air cargo supply chain.
- Collaboration is essential through Phase One Deployment for CCSP to be effective.
- CCSP Phase One presents an opportunity to get into the program early.
- Tamper evident technologies and chain of custody are critical elements of CCSP.
- CCSP is a voluntary program and may not be applicable to all facilities.
U.S.-Inbound Air Cargo Security
Approach to U.S.-Inbound Air Cargo Security

- TSA is working towards developing an international cargo strategy that emphasizes near-term security improvements and outlines opportunities for long-term solutions.

- TSA is currently exploring risk-based options to increase security of U.S.-inbound air cargo which include:
  - Targeting options to identify high risk cargo
  - Changes to Screening requirements and methods via existing standard security programs
  - Vetting options to verify legitimate international shippers

- TSA will work with international partners to continue developing an international air cargo strategy:
  - The Quad (U.S., Canada, Australia, EU)
  - International Civil Aviation Organization
  - Asian Pacific Economic Council
Inbound Transfer Cargo

Inbound transfer cargo is moved from the first flight to the second

Defining Inbound Transfer Cargo

- Inbound transfer cargo is defined by TSA as cargo that arrives in the U.S. from abroad either on a passenger or an all-cargo aircraft, deplanes, and subsequently departs on a domestic passenger flight

Inbound Transfer Cargo Policy

- Inbound transfer cargo will continue to be subject to the requirements for transfer cargo currently found in the AOSSPs and MSPs
- All inbound transfer cargo must be made available to TSA canine teams when these teams are present in cargo facilities
Summary

- 100% screening mandate impacts primarily outbound (uplifted in the United States) cargo

- Throughout program development, TSA is working collaboratively on a global scope to coordinate programs
Q & A