



Secure Freight Adds New Layer to CSI and Megaports Defenses

With its International Container Security project, the Secure Freight Initiative (SFI) is building on the successful efforts of the Department of Homeland Security (DHS) Container Security Initiative (CSI), and the Department of Energy (DOE) Megaports Initiative programs. Secure Freight uses the latest available technology to enhance risk management tools to identify containers that pose a risk to the global maritime supply chain.

The Secure Freight Initiative is not intended to replace CSI or Megaports, rather, it provides the vehicle for taking advantage of the missions of both programs to focus directly on the radiological and nuclear Weapons of Mass Destruction (WMD) threat in the maritime container shipping environment.

Full Spectrum of Trade Data Evaluated

The Secure Freight Initiative, through its International Container Security project, is preparing to evaluate capabilities for large-scale radiation scanning of U.S.-bound containers at seven foreign seaports. Concurrently, Secure Freight is also evaluating methods to obtain and integrate new data into U.S. government screening and targeting systems, including the proposed new U.S. Customs and Border Protection (CBP) Security Filing, as well as the creation of a proposed private-sector operated Global Trade Exchange (GTX).

The initial seven Secure Freight test ports are also part of the CSI and Megaports programs. Secure Freight uses Megaports radiological and optical scanning equipment,



A seaport container is examined with a mobile truck x-ray

and provides data to CSI officers at the ports, as well as to DOE and DHS through the DHS/CBP National Targeting Center (NTC) in the United States. The Secure Freight Initiative is testing the feasibility of scanning 100 percent of U.S.-bound cargo. A deployment plan has not yet been developed to pursue 100 percent scanning at the more than 700 ports sending maritime containers to the United States.

CSI and Megaports Resources Used

CSI, now at 51 foreign seaports, performs targeted screening covering the full scope of WMD and conventional threats. CSI officers use manifest data and other information to determine whether x-ray and radiation detection equipment should be used to examine U.S.-bound cargo. Secure Freight expands the use of scanning and imaging equipment to examine more U.S.-bound containers, not just those determined to be high-risk. CSI officers will continue to provide on site analysis.

The Megaports Initiative will continue to provide radiation detection equipment, optical character recognition (OCR) technology, training, maintenance

support, and technical support to host country officers for issues related to the Radiation Portal Monitors (RPMs), as it does today.

The DOE Second Line of Defense Program's primary mission addresses the international radiological and nuclear detection aspects of WMD at land border crossings, airports, and seaports. Under the Megaports Initiative, the goal is to scan as many containers as possible (including imports, exports, and transshipped containers) regardless of destination, thus providing benefit to the entire global shipping network.

Secure Freight Goes an Extra Step

In Phase 1 of the Secure Freight Initiative, the CSI team for a Secure Freight port continues to utilize the Automated Targeting System (ATS) as its primary targeting tool, prioritizing targeting efforts by working with foreign counterparts to resolve alarms associated with containers destined for the United States and containers deemed high risk. However, the CSI team now also receives and analyzes data provided by Secure Freight International Container Security systems to support these targeting efforts.

The Evolution of CSI, Megaports

The Secure Freight Initiative, through its International Container Security scanning project, represents the evolution of both programs by providing the integration of data that makes the combined effort greater than the sum of each part. Through the utilization of integrated scanning technology, to include radiation detection and radiography, Secure Freight ports should achieve a higher level of security by scanning more cargo without impeding the flow of commerce.

Secure Freight Initiative Benefits

One clear benefit for Secure Freight host countries is having the tools necessary to identify radiation in containers that are transiting the respective seaport on a large scale basis and implementing appropriate response protocols to mitigate that risk. Another possible benefit for Secure Freight participation may equate to faster access to U.S. markets – especially in the event of an international incident.

Participation in CSI and Megaports is a precondition for participation in the Secure Freight Initiative, but involvement in the Secure Freight Initiative is not a pre-condition for involvement in CSI or Megaports. The discretion to choose Secure Freight versus only CSI or Megaports will always rest with the host government.

CSI/Megaport Deployments Continue

Eight new CSI ports are being deployed in 2007, which will bring CSI coverage of cargo bound for the United States up to 85 percent. CSI and Megaports deployment will proceed as planned. Augmenting 58 CSI locations to SFI standards would cost an estimated \$870 million for DHS only, not including additional costs for DOE. Megaports is currently operational at eight ports and is undergoing operational testing at four ports. Megaports is in various stages of implementation at 17 additional ports. Agreements are being negotiated with approximately 20 additional countries in Europe, Asia, the Middle East, and South America. CSI and Megaports will continue to be implemented by their respective agencies.

Three Programs Working Together

The concept of operations will differ at Secure Freight ports (which may also have CSI and Megaports programs). At Secure Freight ports operations will be merged to better ensure data integration, enhanced risk management, and terminal operator investment. CSI and Megaports will continue to work closely together under the framework of the Secure Freight Initiative, and also at other ports using both programs. The advantage of the Secure Freight framework is it enhances the approach to risk management by giving the CSI team and the host government more data to work with to perform enhanced analysis.

Through integrating the expertise, unique capabilities, and operations of CSI, Megaports, and Secure Freight, the U.S. government will be able to provide better screening and targeting to significantly improve global supply chain security.