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NOTIONAL – FOR DISCUSSION PURPOSES ONLY

**Achieving 100% Cargo Screening on
Passenger Aircraft**

Non-SSI Presentation



Agenda

- ▶ Opening Remarks

- ▶ 100% Screening Legislation

- ▶ Approach to 100% Screening

- ▶ Certified Cargo Screening Program

- ▶ Program and Policy Details

- ▶ Joining the Program

- ▶ Program Update

- ▶ Q&A



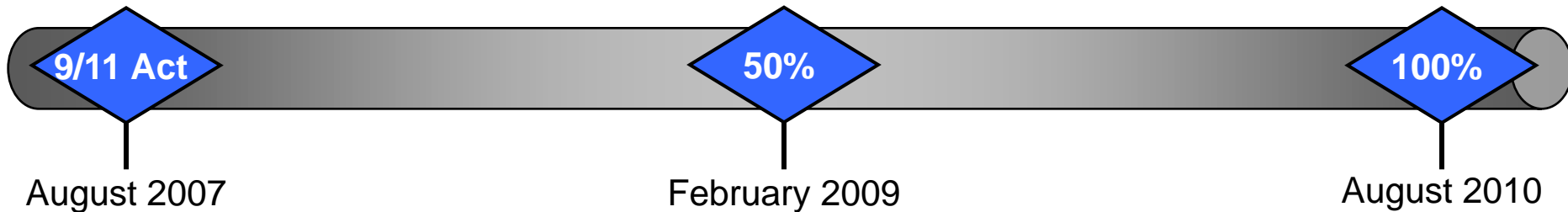
100% Screening Legislation

Background

- Former President Bush approved legislation *Implementing Recommendations of the 9/11 Commission Act of 2007* on August 3, 2007.
- 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.



Congressionally Mandated Cargo Screening Benchmarks





Piece Level Screening

- 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.





Screening Technology Tools

TSA Approved Screening Methods

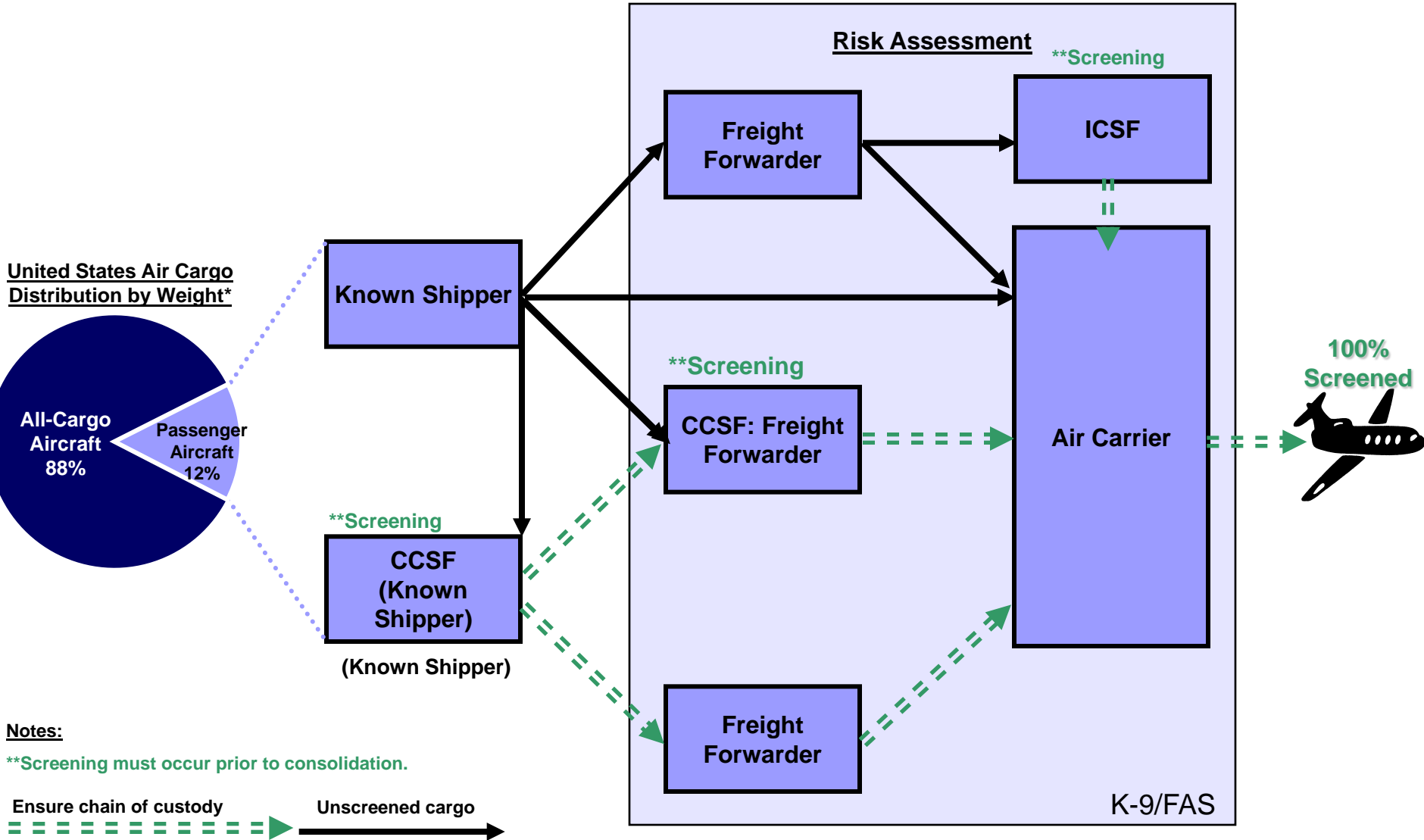
- Physical search
- AT X-ray*
- Explosives Trace Detection (ETD)*
- Explosives Detection System (EDS)*
- Decompression chamber
- TSA operated canines
- Any other detection equipment accepted in the future by TSA

*All technologies must be on the current TSA Screening Technology List which will be made available to screening participants.



Future Air Cargo Supply Chain

Distributing screening technology and responsibility across the supply chain.





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Approach to 100% Screening



TSA's Approach to 100% Screening

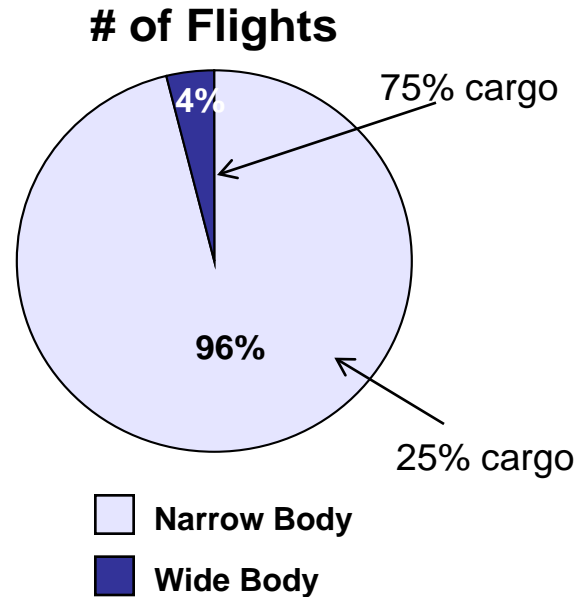
- TSA has initiated the following to aid industry in achieving the 100% screening requirements:
 - Narrow Body Screening – [Achieved October 1st, 2008.](#)
 - Airlines and TSA responsible for screening/ensuring screened.
 - Wide Body Screening.
 - Phased Rollout of the Certified Cargo Screening Program (CCSP) – [On going.](#)
 - Freight Forwarders (IACs) – 18 cities.
 - IAC – Non-pilot.
 - IAC Screening Technology Pilot (STP) participants.
 - Shippers – 9 cities.
 - Independent Cargo Screening Facilities (ICSFs) – 18 cities.
 - ICSF – Non-pilot.
 - ICSF Screening Technology Pilot (STP) participants.
 - Expansion of program to all airports and cities.





100% Narrow Body Amendment

- TSA issued an amendment to the air carrier screening programs requiring 100% screening of cargo transported on all narrow bodied passenger aircraft: Achieved October 1st, 2008.



- **96%** of passenger flights are narrow body.
- More than **80%** of the passengers and **25%** of cargo are carried on these flights.



Industry Issues

Many industries face specific issues regarding the sensitivity of their cargo:

- **Hi Tech:** Some products are sensitive to static discharge.
- **Perishables:** Any delay in screening may damage or spoil goods. Goods may also require refrigeration.
- **Human Remains:** Human remains require extreme sensitivity, especially if technology cannot resolve alarm issues.
- **Pharmaceuticals:** Many products must be kept refrigerated. Others are FDA sealed and cannot be opened without damaging content.
- **Museums & Galleries:** Fine art is fragile, priceless, and unique, requiring very specific screening processes and procedures.





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Certified Cargo Screening Program



Certified Cargo Screening Program – Development

TSA developed the CCSP program by working closely with U.S. and international agencies and associations to incorporate key aspects of existing or commensurate security programs:

- Customs-Trade Partnership Against Terrorism (C-TPAT)
- The UK's Known Consignor Program
- Airlines, Freight Forwarding, Shipper, etc. Associations



Certified Cargo Screening Program – Goals

CCSP was developed to:

- Allow screening of cargo early in the air cargo supply chain by a trusted, vetted, audited, federally regulated 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.



Certified Cargo Screening Program – Participation

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

- Adhere to increased TSA-directed security standards.
- Initiate chain of custody.
- Permit onsite validations.
- Be subject to TSA Cargo Inspector (TSI-C) inspections.



Who can become a Certified Cargo Screening Facility?

The CCSP is a **facility** based program. Facilities screening under the CCSP will be known as Certified Cargo Screening Facilities (CCSFs).

Shipping
Facilities

Manufacturing
Facilities

Third Party
Logistics Providers

Warehouses/
Distribution
Centers

Contract
Manufacturers

Freight Forwarding
Facilities

Independent Cargo
Screening Facilities



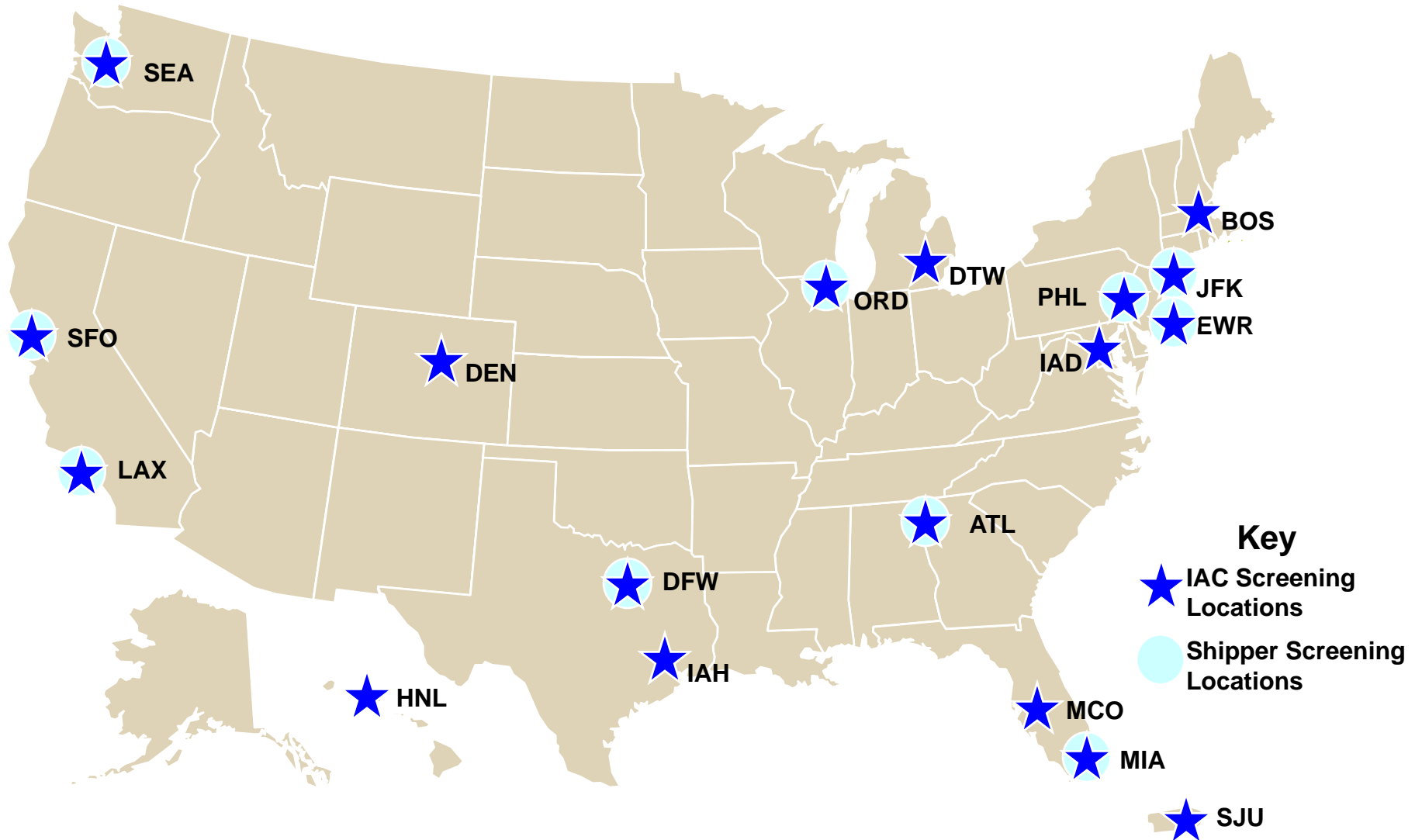


What is an Independent Cargo Screening Facility (ICSF)?

- An ICSF is a business model that provides “screening services” for a variety of entities.
 - Can be IAC or non-IAC.
- Benefits of an ICSF for industry.
 - Screening a variety of smaller forwarders’ and air carriers’ customer freight for entities who do not have the equipment needed to screen cargo.
 - Screen cargo prior to consolidation.

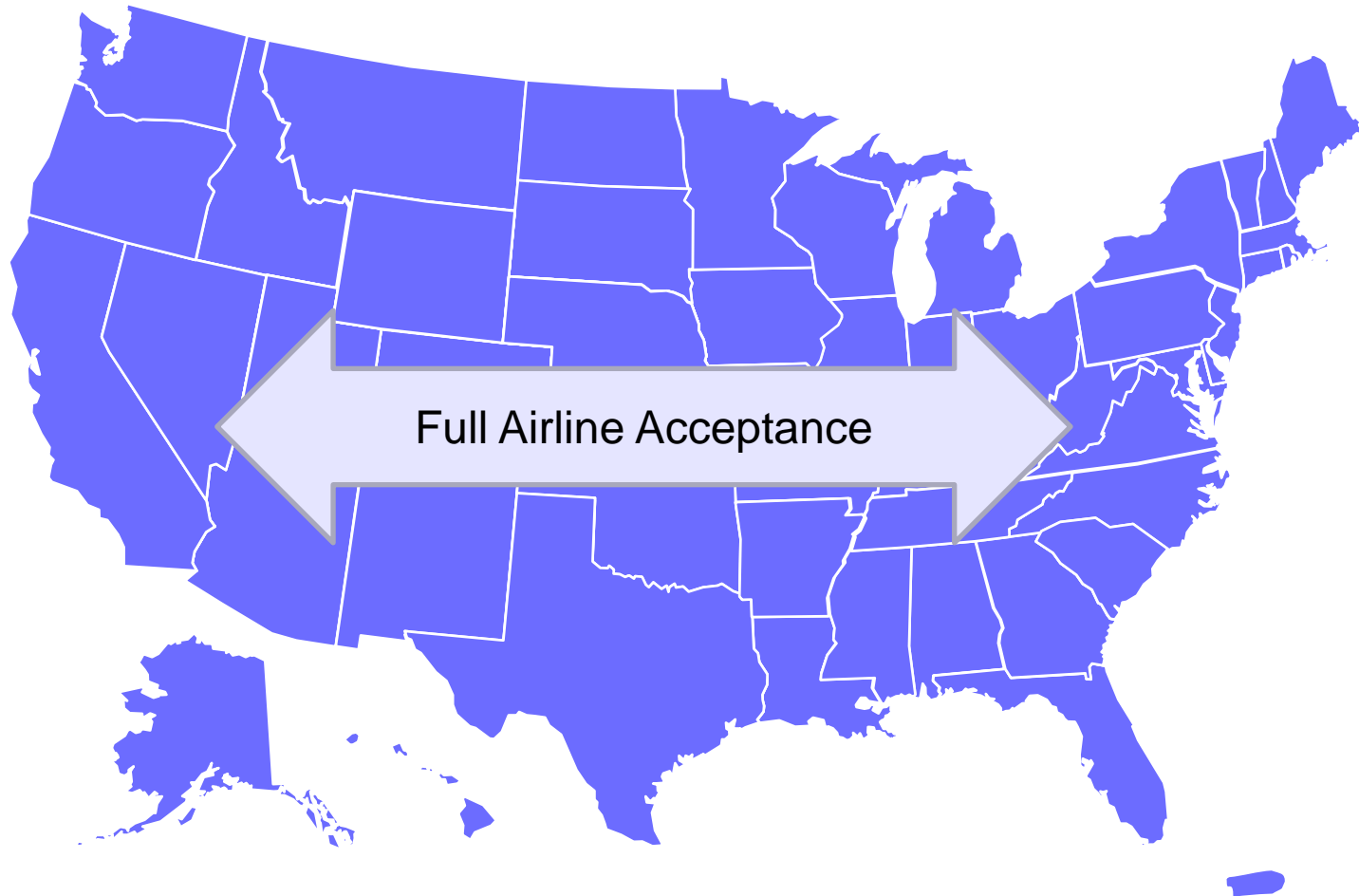


CCSP Phase One Locations – Prior to March 1st, 2009





CCSP Full Roll Out– Current State

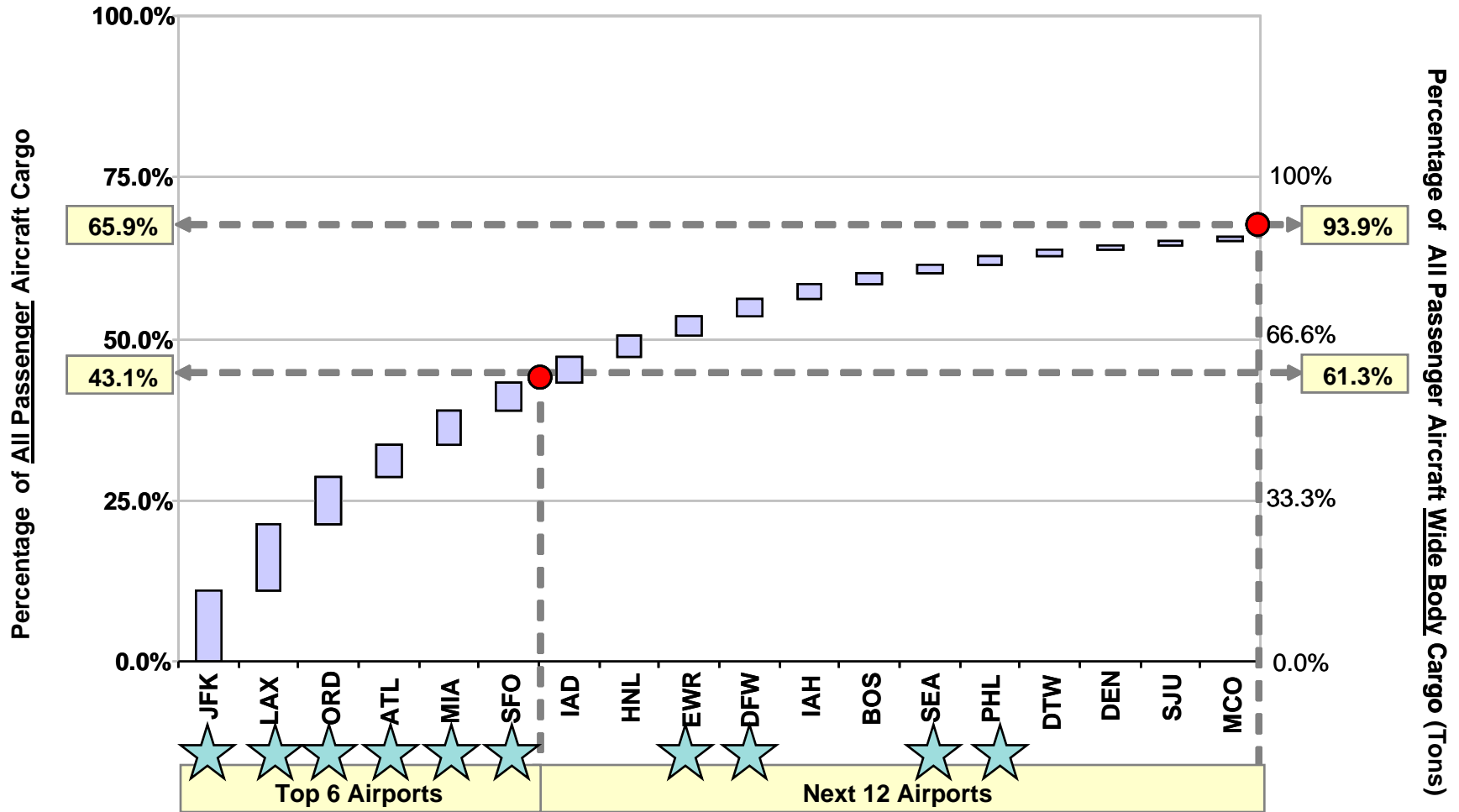


- On March 1, 2009, the CCSP program was amended to allow all airlines in all airports to accept screened cargo from CCSFs.
- Applications from all areas are accepted, but those facilities outside of the original 18 locations are only certified if the PCSA is available to do so. CCSP continues to accept all applications.



Volume Data

- Over 65% of all passenger air cargo originates from 18 airports/major gateways:



★ Indicates city where shipper facilities are targeted during Phase One Deployment in parallel with freight forwarding facilities.



IAC Screening Technology Pilot – Overview

As part of the Certified Cargo Screening Program, TSA is conducting a Screening Technology Pilot (STP).

TSA's objectives for the STP are:

- To assist industry in achieving the screening requirements of the Act by creating screening capacity at the IACs.
- To measure the effectiveness of select screening technologies on various commodity classes.
- To evaluate chain-of-custody procedures for screened cargo as it moves from the IAC to the air carrier.

Participants in the STP must:

- Be an IAC or ICSF.
- Have a facility located in one of the 18 major gateway markets.
- Have a minimum annual volume of 200 consolidations (ULDs) or 500,000 lbs. tendered to passenger aircraft.
- Sign an Other Transactional Agreement (OTA) to receive funding from TSA.
- Provide detailed reporting on cargo volumes screened **and** screening technology data.

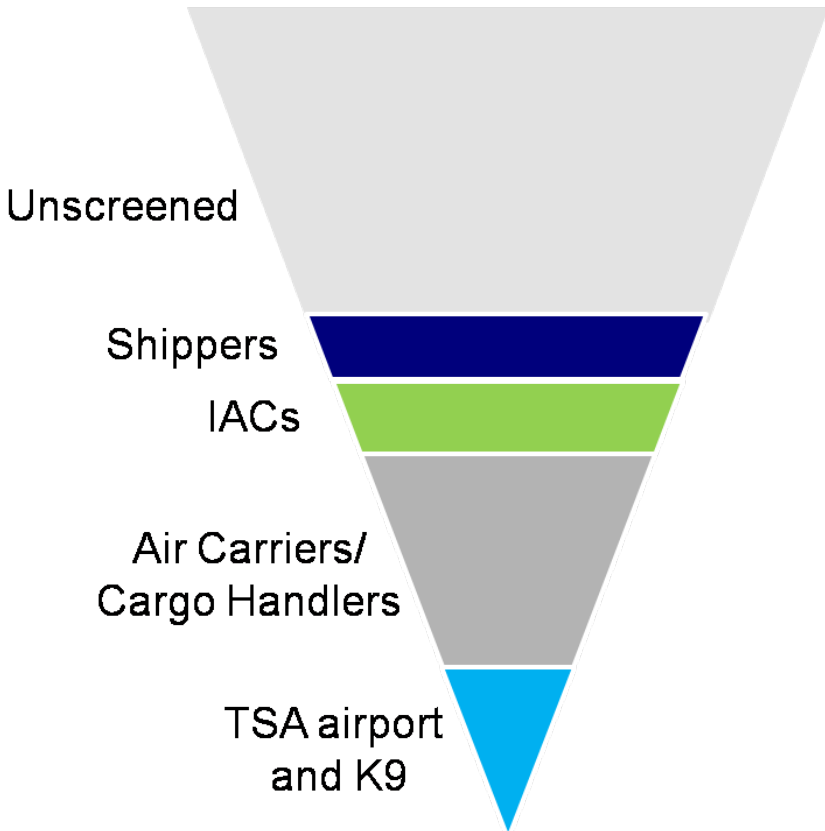


Domestic Screening - Air Cargo Supply Chain

Current vs. Future (notional)

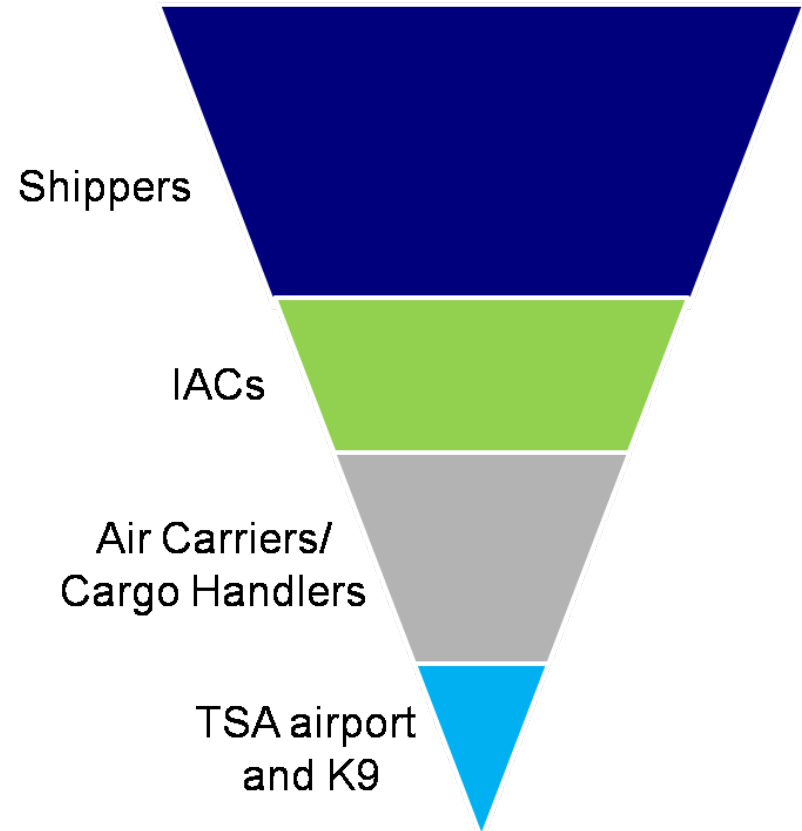
February 2009

50% screening for all
outbound air cargo
from U.S. airports



August 2010

100% screening for all
outbound air cargo
from U.S. airports





Certified Entities – Master List

- CCSF Master List identifies IACs, Shippers, and Independent Cargo Screening Facilities that are active CCSFs.
- The Master List is published monthly on the 15th of each month.
- The Weekly Supplemental List is published every Monday between monthly postings.
- The Master and Supplemental Lists are forwarded to all airlines, IACs, and CCSFs.

The following is a list of TSA approved Certified Cargo Screening Facilities

Certified Cargo Screening Facility Name	Street Address	City	State	CCSF Expiration Date	IAC Expiration Date
IAC xyz	xyz lane	Atlanta	GA	23-Jan-2012	27-Mar-2009
IAC xyz	xyz lane	Atlanta	GA	23-Jan-2012	27-Mar-2009
IAC xyz	xyz lane	Atlanta	GA	23-Jan-2012	27-Mar-2009
Shipper xyz	xyz lane	Atlanta	GA	23-Jan-2012	27-Mar-2009
Shipper xyz	xyz lane	Atlanta	GA	23-Jan-2012	27-Mar-2009
Shipper xyz	xyz lane	Atlanta	GA	23-Jan-2012	27-Mar-2009
ICSFxyz	xyz lane	Atlanta	GA	23-Jan-2012	27-Mar-2009
ICSFxyz	xyz lane	Atlanta	GA	23-Jan-2012	27-Mar-2009
ICSFxyz	xyz lane	Atlanta	GA	23-Jan-2012	27-Mar-2009



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Program and Policy Details



Facility Requirements

- All facilities must adhere to the following requirements prior to validation:

Facility Security

Identify Designated Screening Area (DSA) and implement required access controls, etc.

Employee Training

All employees and authorized representatives must be trained as outlined in the Order/AP

Personnel Security

Submit Security Threat Assessments (STAs) for required direct employees and authorized representatives

Screening

Follow screening measures that meet TSA's standards



Controlling Access to the CCSF

Overview

- Maintaining access controls at facilities is a key requirement of the CCSP.
- Both physical and personnel security.
 - STA, ID media) measures must be in place.
- The CCSF must identify a designated screening area (DSA) and ensure that unauthorized access is prevented at all access points.





Designated Screening Area

Overview

- The CCSF must identify at least one designated screening area (DSA) within its facility where cargo is screened, and after screening, is stored.
- A CCSF must only screen or store screened cargo inside the DSA.
- The DSA may be one or more designated areas within the CCSF, or it may be the entire facility.
- During non-operational periods the CCSF must ensure that the DSA is locked or monitored (constant in-person surveillance) if screened freight is present.
- Prior to removing any screened cargo from the DSA, the CCSF must initiate chain of custody measures.





Security Threat Assessments (STAs) – Employees

Overview

- STA requirements apply to all CCSFs.
- A facility cannot be validated until the appropriate employees have successfully completed STAs.



All employees and authorized representatives who perform one of the following must complete an STA:

- Conducts air cargo screening, supervises screening, or has unescorted access to screened cargo or to the designated screening area.
- Acts as a Facility Security Coordinator, Principal Security Coordinator or designated alternate.
- Locks, seals, or monitors any conveyance of screened cargo.
- Has access to tamper evident technology.

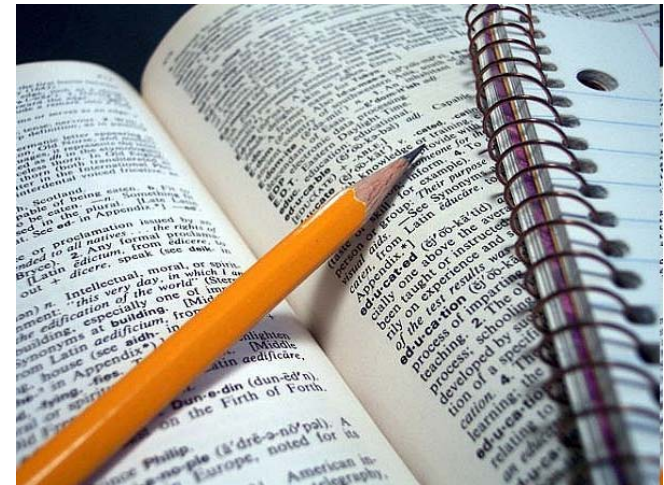
TSA accepts the following in lieu of STAs:

- CDL with HAZMAT endorsement. (HME)
- Transportation Worker Identification Credential. (TWIC)
- Free and Secure Trade card. (FAST)
- Criminal history records check. (CHRC)

Training

Overview

- All facilities will be required to train anyone who screens, handles screened cargo, or has unescorted access to the DSA.
- Training materials and costs are the responsibility of the CCSF.
- TSA is planning to develop a standard training curriculum for all CCSF participants in the future.





Screening Detail

Overview

- All cargo must be screened on the piece level.
- All cargo must be screened utilizing the approved technology list.

Screener Requirements

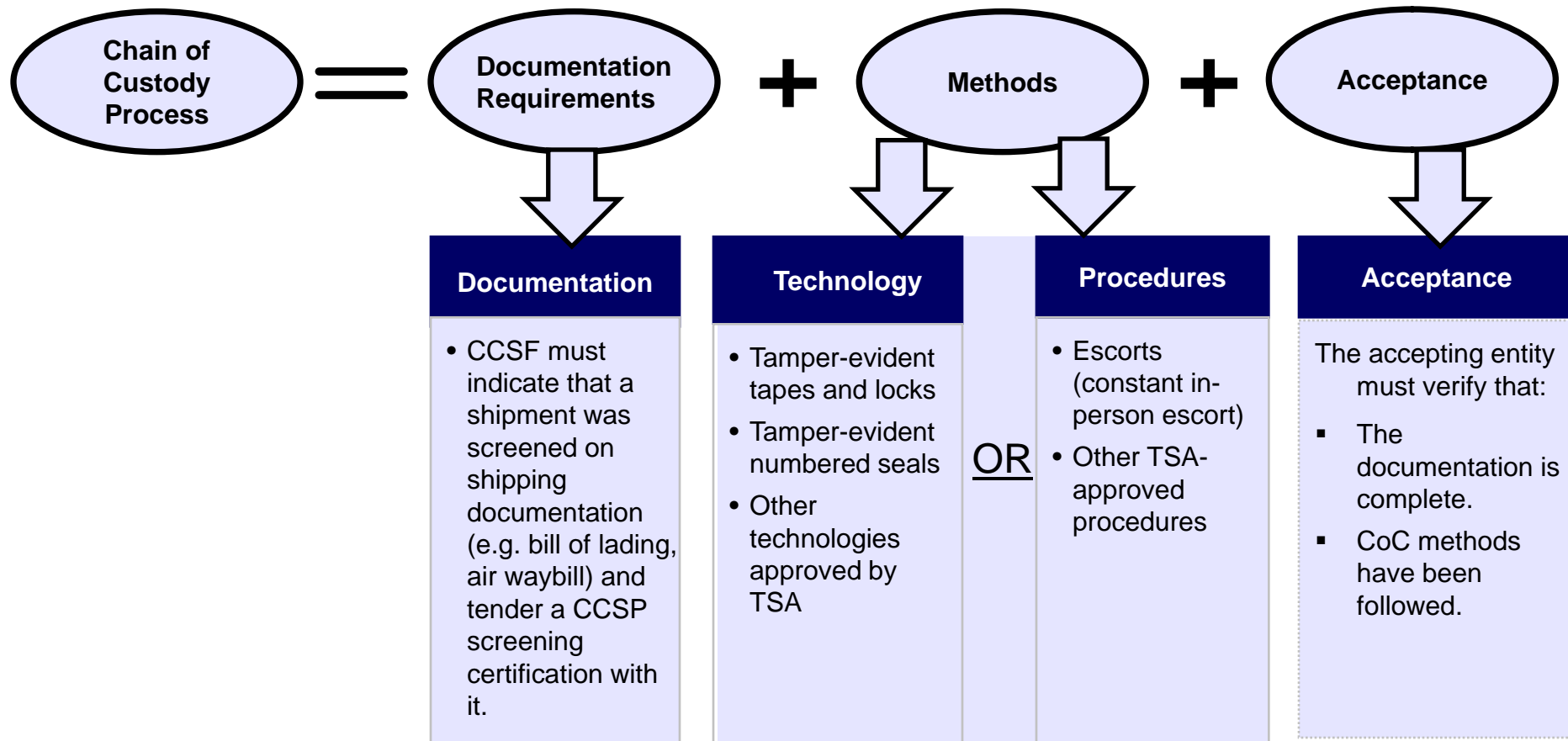
All persons conducting screening must be:

- U.S citizens or Permanent Resident Card holders.
- Able to follow notification procedures.
- Able to read, write, and understand English well enough to carry out instructions regarding screening duties, or must be under the constant in-person observation of someone who has this ability.



Chain of Custody Overview

- The CCSF must initiate the **Chain of Custody Process** immediately following screening, before the screened cargo leaves the DSA
- The CCSF must adhere to chain of custody requirements until the screened cargo is accepted by an IAC, Air Carrier, or another CCSF





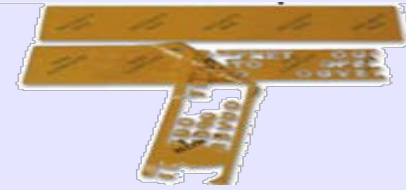
Tamper Evident Technology

Application of Tamper Evident Technology is one part of the chain of custody process

Tamper Evident Technology shows evidence of tampering if broken, manipulated or opened

Tamper Evident Tape

When tape is removed, the adhesive or verbiage remains on the box, indicating the package has been tampered with.



Custom Printed Fiber Tape

Corporate logos could be used to show tamper evidence, as approved by TSA



Tamper-evident Numbered Seal

A broken seal is evidence of potential tampering.



Note: TSA may issue standards in the future



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.



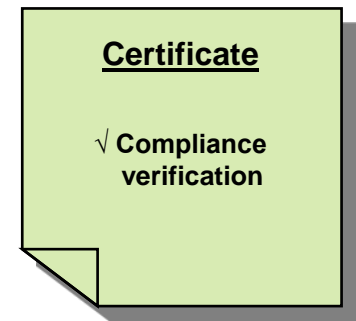
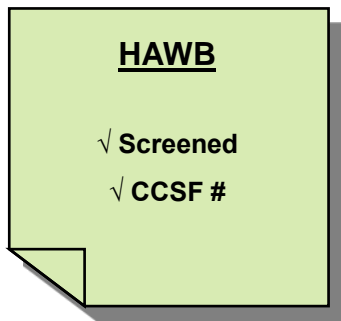
Cargo must be visibly identified as screened.

Tamper evident methods must be applied at the piece level – method may vary for different package types (e.g. box v. crate).



Once all cargo pieces have been screened, they can be shrink-wrapped, etc.

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





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Joining the Program



Why Join?

- Decreased log jams – delays at air carrier.
- Expedite supply chain flow.
- Ability to ship cargo without potential invasive screening later on in the chain.
- Ability to ship cargo without need for IAC or air carrier to break down consolidations to screen.
- Ability to build and ship bulk configurations.
- Ability to maintain in-house packaging integrity.



CCSP Participation

Steps to join the CCSP

1. Contact **CCSP@dhs.gov** for a CCSF application.
2. Submit application and all applicable Sensitive Security Information Handling Requirements.
3. Undergo CCSP assessment:
 - During Phase One, TSA performs assessments at no charge. After Phase One, TSA-Approved Validation Firms will perform this function.
4. Shippers Sign Order and IACs comply with Alternate Procedure.
5. TSA reviews facility assessment and makes final certification decision.
6. Receive Facility Certification from TSA HQ.



Screening Liability and the SAFETY Act

- The Support Anti-terrorism by Fostering Effective Technologies Act of 2002 (SAFETY Act) provides important legal liability protections for providers of qualified antiterrorism products (eg. technologies) and services (eg. processes)
- The Department of Homeland Security Office of SAFETY Act Implementation (OSAI) has approved pre-qualification coverage of the CCSP as a service (process)
- In addition, manufacturers and validated facilities can apply and obtain SAFETY Act coverage for a screening product (technology)
- SAFETY Act protections extend to users of qualified anti-terrorism technologies
- For more information visit www.safetyact.gov



TSA-Approved Validation Firms – Future Environment

- TSA-Approved Validation Firms are necessary due to the limited resources TSA has to validate facilities
- These firms will act as third party validators (3PVs) to perform assessments of CCSF-applicants
- Validators will provide TSA an assessment report along with a recommendation of “adheres to” or “does not adhere to” standards
- TSA will issue final certifications to qualified facilities
- Facility assessment fees will be contractual between the CCSF-applicant and the 3PV





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Program Update



Program Update

As of May 7, 2009:

- TSA has certified **332** entities – Shippers, IACs, and ICSFs.
- 1100+ applications received

Certified Entities			
Airport Code	IAC	ICSF	Shipper
ATL	19	7	
BOS	9	2	
DEN	1	1	
DFW	14		2
DTW	4		
EWR	14		1
HNL	6		2
IAD	3		1
IAH	15	2	
JFK	26	1	5
LAX	40	4	7
MCO	4	1	
MIA	36	7	1
ORD	27	2	1
PHL	6		
SEA	7		
SFO	23	2	7
SJU	1		
Other	13	3	5



Q & A

For more information write to CCSP@dhs.gov