Achieving 100% Cargo Screening on Passenger Aircraft

February 2009 – Non-SSI Presentation
Agenda

Opening Remarks

100% Screening Legislation

Approach to 100% Screening
- Narrow Body Amendment
- Certified Cargo Screening Program
- Freight Forwarder (IAC) Screening

Policy Details

Looking Ahead

Q&A
100% Screening Legislation

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.

Congressionally Mandated Cargo Screening Benchmarks

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

**TSA Approved Screening Methods**

- Physical search with verification of manifest or other packing document
- 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.

United States Air Cargo Distribution by Weight*

- All-Cargo Aircraft: 88%
- Passenger Aircraft: 12%

Notes:
- **Screening must occur prior to consolidation.
- Screening methods: electronic, manual, and TSA canine.

Ensure chain of custody: Unscreened cargo

Risk Assessment

- Freight Forwarder
- CCSF: Freight Forwarder
- CCSF: Shipper / 3PL / Manufacturer

100% Screened
TSA’s Approach to 100% Screening

- TSA is pursuing the following initiatives to aid industry in achieving the 100% screening requirements and milestones:
  - Narrow Body Screening Amendment
  - Phased Rollout of the Certified Cargo Screening Program (CCSP)
    - Shippers in 9 cities
    - Freight Forwarders (IACs) in 18 cities
      - IAC Screening Technology Pilot (STP) participants
      - Non-Pilot applicants
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:
  - Released on **August 1, 2008**.
  - Effective on **October 1, 2008**.

- Requirement applies to originating cargo tendered on narrow body passenger aircraft.
  - i.e., B-737, B-757, A-320 (and smaller)
  - Shrink-wrapped and banded exemptions are removed under the amendment.

- 96% of passenger flights are narrow body.
- More than 80% of the passengers and 25% of cargo are carried on these flights.
Certified Cargo Screening Program
Certified Cargo Screening Program Overview

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

- Customs-Trade Partnership Against Terrorism (C-TPAT)
- The UK’s Known Consignor 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.
- Employ chain of custody.
- Permit onsite validations.
- Be subject to 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).

- Facilities currently applying to become CCSFs:
  - Shipping Facilities
  - Manufacturing Facilities
  - Third Party Logistics Providers
  - Warehouses/Distribution Centers
  - Contract Manufacturers
  - Independent Cargo Screening Facilities
  - Freight Forwarding Facilities

- Any entity with the 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.
Screening Location Data

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

![Graph showing the percentage of all passenger aircraft cargo and wide body cargo.]

- 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 an IAC 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.

IACs participating in the STP must:

- Have a facility located in one of the 18 major gateways
- Have a minimum annual volume of 200 consolidations (ULDs) 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
Master List

- CCSF Master List will identify IACs, Shippers, and Independent Cargo Screening Facilities that are active CCSFs.
  - Several tabs will be included in the Master List that will contain information on active IACs, Air Carriers, and active CCSFs.
  - CCSF tabs included in the Master List will reflect CCSFs that are newly certified or have decided to withdraw from the program.
- The Monthly Master List is published on the 15th of each month.
- The Weekly Supplemental List will be published on the IAC and Carrier web boards every Monday.
  - Newly certified CCSFs (IAC, Shipper, ICSF) and entities who have acknowledged the IAC – 001 will be published each Monday on this list.
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.

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

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

  **Screening**
  Follow screening measures that meet TSA’s standards

  **Chain of Custody**
Tendering Screened Cargo

1. Cargo must be physically identified as screened before tender.

- 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.

- HAWB
  - √ Screened
  - √ CCSF #
- Certificate
  - √ Compliance verification
Joining the Program
Why Join

- Decreased log jams (carrier delays) and expedited supply chain flow.
- Expedite supply chain flow.
- Ability to build and ship bulk configurations.
- Ability to ship certain cargo without potential invasive screening later on in the chain.
- Ability to maintain in-house packaging integrity.
## CCSP Participation during Phase One

### Steps to join the CCSP

1. Contact [CCSP@dhs.gov](mailto: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. TSA reviews facility assessment and makes final certification decision.
5. Shippers Sign Order and IACs comply with Alternate Procedure.
6. Receive Facility Certification from TSA HQ.
Looking Ahead
CCSP Policy Development Standards

- During Phase One:
  - Non-regulated entities will operate under a regulatory Order issued by TSA.
  - Freight forwarders and air carriers will operate under an Alternate Procedure (AP) to their standard security programs (SSPs).

- Upon publication of the Interim Final Rule (IFR), all IAC, Shipper, and Independent CCSFs will operate under the Certified Cargo Screening Standard Security Program (CCSSP).
In Summary

- TSA has received a significant amount of applications during Phase One Deployment and is currently assessing all applicants. TSA is considering an expansion to the program where airlines would be able to accept screened cargo from all domestic airports.

- TSA will begin to deploy TSA-Approved Validation Firms to perform assessments on CCSF-applicants. TSA Headquarters will continue to issue final certifications to qualified facilities.

- TSA will deploy an online management system for application and certification processes under CCSP.

- The Administration’s freeze on all pending regulations will not likely impact the CCSP program or the IFR.

- CCSP is a voluntary program and may not appropriate for some entities.

- Your participation will help ensure security in the air cargo supply chain.
Program Update

February 1st 50% Screening Milestone:

- Updates to Air Carrier programs have been released.
  - 100% Narrow Body Screening.
    Released: August 1, 2008
    Effective: October 1, 2008
  - 50% Screening requirement.
    Released: December 23, 2008
    Effective: February 1, 2009
  - CCSP acceptance procedures.
    Released: December 22, 2008
    Effective: February 1, 2009
- TSA has certified 170+ entities.
- 700+ applications received (IAC/ICSF/shipper), ~120 per month.

<table>
<thead>
<tr>
<th>Airport Code</th>
<th>IAC</th>
<th>ICSF</th>
<th>Shipper</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATL</td>
<td>12</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>BOS</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CLT</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DFW</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DTW</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EWR</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HNL</td>
<td>3</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>IAD</td>
<td>2</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>IAH</td>
<td>8</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>JFK</td>
<td>16</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>LAX</td>
<td>26</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>MCO</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIA</td>
<td>21</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>ORD</td>
<td>13</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PHL</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEA</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SFO</td>
<td>14</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>SMF</td>
<td>1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Program/Document Update

- **12/23/2008**
  - Released IACSSP/AOSSP/MSP final version (in effect February 1st, 2009).

- **12/23/2009**
  - Released IAC – 001, 002 Amendments (CCSP Program).
  - Released Airline Acceptance AP’s.
  - Released Shipper Order.
  (all references related to then-current SSP’s)

- **1/22/2009**
  - Released updated IAC – 001, 002 Amendments.
    - References to IACSSP “Change 3” in effect 2/1/09.
    - Added “goods damaged by inspection” (in alignment with carrier programs for 2/1/09).
  - Released updated airline acceptance APs
    - Reference to AOSSP/MSP “changes” in effect 2/1/09.

- **Future Plans**
  - Consolidate all Screening, Chain of Custody requirements into single SSP.
Q & A

For more information write to CCSP@dhs.gov