TSA Air Cargo Security: International Inbound Cargo Strategic Plan

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Background

ICAO Annex 17, Amendment 12

Emphasizes security controls within the supply chain process, and risk-based approach for all-cargo operations:

- Includes **screening of cargo (where practicable)** prior to transport on passenger commercial air transport operations

- Establishes a **supply chain security process**, which includes the approval of regulated agents and/or known consignors, if such entities are involved in implementing screening or other security controls of cargo and mail

- Prohibits transport of cargo or mail for carriage on an aircraft engaged in passenger commercial air transport operations unless the application of **screening** or other security controls is confirmed and accounted for by a regulated agent, or such consignments are subjected to screening

- Security controls for cargo and mail for transport on **all-cargo aircraft** are determined on the **basis of a security risk assessment** carried out by the relevant national authorities.
The 9/11 Act (P.L. 110-53) required the Transportation Security Administration to establish a system to enable industry to screen 100% of cargo transported on passenger aircraft, commensurate with that of checked baggage by August 2010.

TSA pursued different approaches to meet this requirement for domestic/U.S. outbound and international inbound air cargo:

- For domestic/U.S. outbound, TSA has established the Certified Cargo Screening Program (CCSP) as the cornerstone to achieving the congressional mandate to supplement screening by air carriers and TSA.
- TSA and the industry achieved the 100% screening requirement for cargo uplifted in the United States.
- For international inbound TSA faces vastly different challenges.
- TSA continues to partner with industry on development of cargo security.
TSA’s Overall Approach to Air Cargo Security

Layered vs. Single Point

- Shipper Vetting (Known Shipper/Known Consignor)
- Freight Forwarder Vetting (Regulated Agents)
- Background Checks of Employees
- Access Control Measures
  - All points within supply chain at different levels
- Acceptance/Documentation Requirements
- Screening
How Screening Is Done?

TSA Approved Screening Methods

Primary Screening – CCSF or Passenger Airline

- **Technology**
  - AT X-Ray
  - Explosives Trace Detection (ETD)
  - Explosives Detection System (EDS)
  - Electronic Metal Detection (EMD)
  - Other detection equipment approved by TSA in the future (specific vendors/equipment are approved for cargo)

- **Physical**
  - Physical search
  - Other TSA approved methods

K-9 Screening – TSA

**TSA Operated Canine**
Primary mission is Secondary Screening. As they have in the past, canines can also be used for Primary Screening when available.
Current TSA Inbound Security Procedures

- General Accepted Procedures
- Use of Screening percentages based on certain factors
- Specific procedures for non-U.S. locations requiring air cargo security measures required by ICAO
  - Additional procedures for non-U.S. locations not implementing international standards

Post October 2010 Cargo Incident

- No elevated-risk cargo on passenger flights
- All international mail must be screened prior to transport on passenger flights
- Restricted the transport of printer/toner cartridges
- Required specific technology to be used in the screening of cargo including cargo consisting of mail
Challenges for International Inbound

- 100% screening of passenger air cargo inbound to the United States
- The international environment is complex – challenges presented domestically are compounded globally
- October 2010 Cargo Incident
- Challenges include:
  - Large volume of cargo - 2.8B* pounds on passenger aircraft from 94 countries
  - Increasing security without impeding the free flow of commerce
  - Complexity of the global supply chain
  - TSA regulatory authority extends only to the air carriers
  - Piece level screening
  - Screening capacity at the air carriers
  - Availability and standard application of technology
  - Sovereign nations implement individual security programs

*2009 Bureau of Transportation Statistics, US Department of Transportation

*2008 BTS Data
International Inbound Approach

- Core to TSA’s approach for international inbound are:

  - Changes to *Standard Security Programs* (*AOSSP/MSP*) for passenger air carriers transporting cargo into the U.S. to include increase requirements for cargo acceptance, handling and screening

  - Recognition of commensurate national cargo security programs that will allow inbound air carriers departing from countries with programs commensurate to the U.S. to follow only the security requirements of host governments (NCSP Recognition)
NCSP Key Elements

- TSA has formalized the process by which it evaluates and recognizes the national cargo security programs of other countries

- Using a ‘system to system’ approach, TSA bases its evaluation on six (6) criteria
  - Facility Security
  - Personnel Security
  - Cargo Screening
  - Chain of Custody Standards
  - Employee Training
  - Oversight and Compliance Activities
In Summary…

- TSA’s strategies to implement the 100% screening requirement for domestic uplift and international inbound passenger air cargo, while different, are founded on common principles:
  - Increase the security of passenger aircraft without unduly impeding the flow of international commerce
  - Attain the highest level of security while allowing for flexibility within the supply chain

- TSA is working towards implementing the requirements of the 9/11 Act for international inbound passenger air cargo and:
  - Encourages governments and industry to work together to establish supply chain security programs that suit their respective supply chains
  - Will engage countries in ongoing information sharing and government to government dialogue to understand their national cargo security programs as a key component of this strategy
QUESTIONS