



Transportation Security Administration Cargo Security Update

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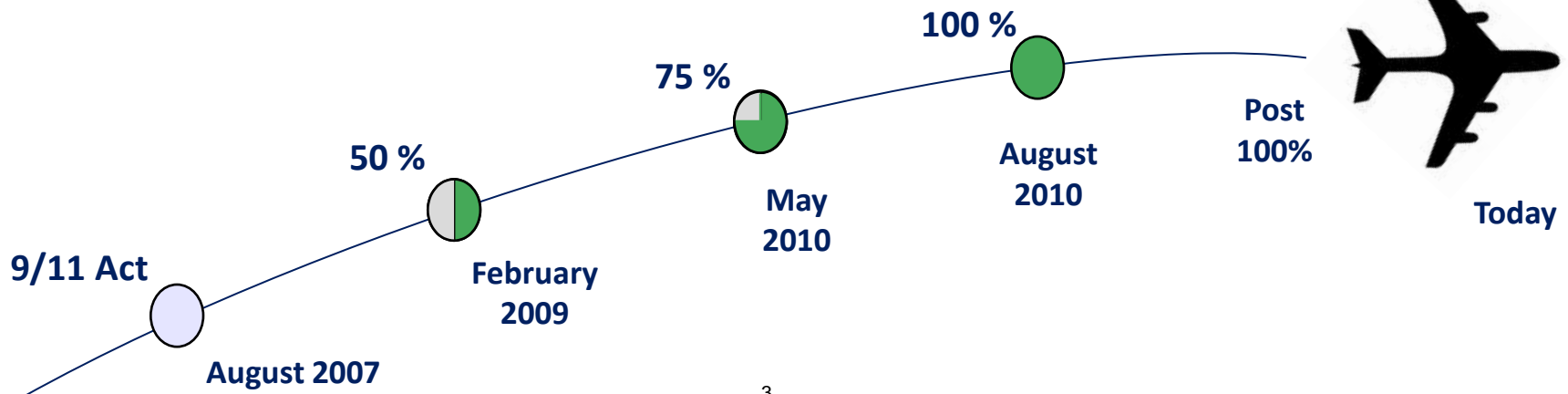
Agenda

- Background
- Risk-Based Framework for Securing The Global Supply Chain
- National Cargo Screening Program
- Air Cargo Advance Screening Pilot
- TSA Outreach
- Summary

Background

Legislation

- The Implementing Recommendations of the 9/11 Commission Act of 2007 took effect August 2010
- Required cargo placed on passenger aircraft cargo to be screened at a level commensurate with checked baggage
- Within the U.S., the Transportation Security Administration (TSA) established the Certified Cargo Screening Program to screen further back in the supply chain





Risk-Based Framework for Securing the Global Supply Chain

- U.S. Department of Homeland Security Secretary Napolitano established executive level working groups to provide recommendations on air cargo security
- In January 2012, The White House released *The National Strategy for Global Supply Chain Security*. Implementation of the “Strategy” is guided by three key principles:
 - Finding smarter and more cost effective ways to address threats
 - Leverage the critical roles played by government and private sector partners in strengthening supply chains; and
 - Enhancing coordination with the international community

“The key to evaluating potential risk is information—by sharing and leveraging information we can make informed decisions about how to best mitigate risk. And the more we know the better we become at providing security that is seamless and efficient”

DHS Secretary Janet Napolitano, January 2012



Risk-Based Framework for Securing the Global Supply Chain (cont.)

- TSA is incorporating the risk-based approach to achieve the 100% screening of cargo inbound to the U.S. on passenger aircraft
 - Risk-based analysis of shipments and shippers
 - Higher-risk shipments would undergo enhanced screening
 - **100% of international inbound shipments will be physically screened**
- In February 2012, TSA issued proposed security measures that incorporate risk-based screening of international inbound cargo
- Potential implementation date of December 1, 2012
- TSA is requesting feedback from TSA regulated airlines

National Cargo Security Program

- National Cargo Security Program recognition remains key to achieving the 100% screening requirement for international inbound cargo, providing benefits to TSA, partner countries, and industry.
 - Allows for the recognition of screening completed earlier in the supply chain, where applicable
 - Allows carriers to follow one screening program





Air Cargo Advance Screening

- TSA and CBP are partnering with industry to implement the voluntary **Air Cargo Advance Screening (ACAS)** pilot
- The pilot will test the feasibility of collecting pre-departure information on international inbound air cargo and assessing risk
- ACAS will be tested over three phases
 - Express air carriers
 - Passenger air carriers and freight forwarders
 - All-cargo carriers

Express Carrier Pilot

Passenger Air Carrier Pilot

All-Cargo Pilot



TSA Outreach Efforts

- TSA will continue to pursue air cargo security harmonization activities and outreach to industry and government
 - TSA is engaged with the International Civil Aviation Organization (ICAO) to strengthen air global air cargo security
 - TSA and CBP work closely through the World Customs Organization
 - TSA, CBP and The U.S. Postal Service are engaged with the Universal Postal Union to address global mail security
 - TSA continues to work closely with industry associations



Summary

- The 9/11 Act requires TSA to establish a system to ensure 100% screening of cargo placed on passenger aircraft
- In line with the U.S. *National Strategy for Global Supply Chain Security*, TSA has provided air carriers a path toward achieving 100% screening of international inbound cargo
- The NCSP remains an important component of TSA's risk-based strategy to achieve 100% screening of international inbound cargo
- TSA is continuing outreach to industry and international partners