





Do you have a plan to meet the 100% air cargo screening mandate? Time is running out.

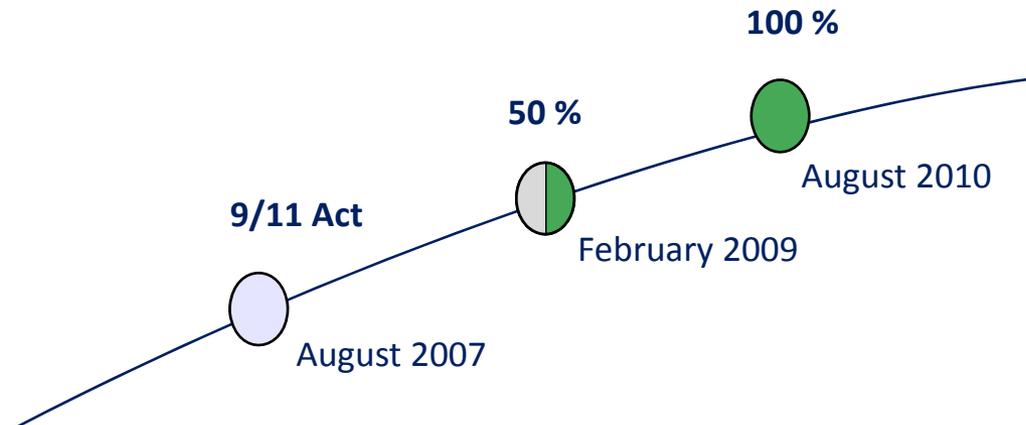
Dave Burnell – *Transportation Security Administration*

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Law – 100% Screening Legislation

Legislation

- The Implementing Recommendations of the 9/11 Commission Act of 2007 were signed into law on August 3, 2007
- The law requires 50% of all cargo on passenger aircraft be screened 18 months after enactment and 100% by August 3, 2010. TSA implemented 50% on February 1, 2009
 - Level of security commensurate with checked baggage
 - Baggage screened at piece level
 - No Congressional funding
- TSA required to establish program to accomplish mandate
- TSA published Interim Final Rule (IFR) on September 16, 2009



100% mandate challenging to the air cargo environment



Piece Level

✓ Individual item within a shipment



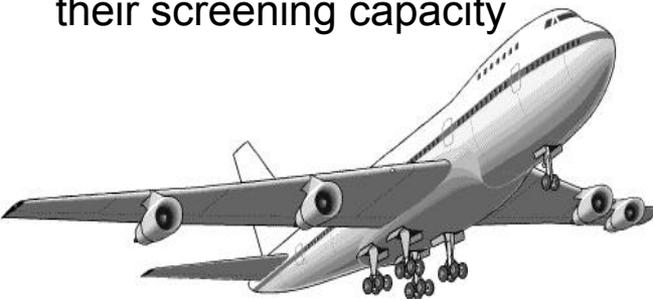
Limited Screening Technology

✓ TSA Approved technologies



Funding

✓ No funding for screening



Screening Capability

✓ Airlines already approaching their screening capacity



TSA created flexible options that work for industry

- The Certified Cargo Screening Program (CCSP) is a voluntary solution to help industry meet the 100% screening mandate

Chart your own course



CCSP

- Fully supported by the air freight and air carrier industries
- Leverages best practices from global supply chain programs
- Enables all entities in the supply chain who meet standards to screen cargo
- Businesses choose the best and most effective model for their needs

————— All entities within the supply chain can participate —————

Shipping
Facilities

Manufacturing
Facilities

Third Party
Logistics
Providers

Contract
Manufacturers

Warehouses/
Distribution
Centers

Freight
Forwarding
Facilities

Independent
Cargo Screening
Facilities



How will screening be done?

TSA Approved Screening Methods

Primary Screening – CCSF or Passenger Airline

Technology

- AT X-Ray
- Explosives Trace Detection (ETD)
- Explosives Detection System (EDS)
- 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.

Challenges to screening air cargo

- Air cargo is not like passenger baggage



Passenger Baggage

- ✓ Similar sizes
- ✓ Common contents
- ✓ Clean environment



Air Cargo

- ✓ Any size
- ✓ Varying commodities
- ✓ Warehouse cargo environment

Commodities pose supply chain challenges



- Requires cold chain handling
- FDA sealed



- Compromised package integrity
- High value security



- Requires cold chain handling
- Perishable/limited shelf life
- USDA/APHIS requirements



- Sanctity of the remains



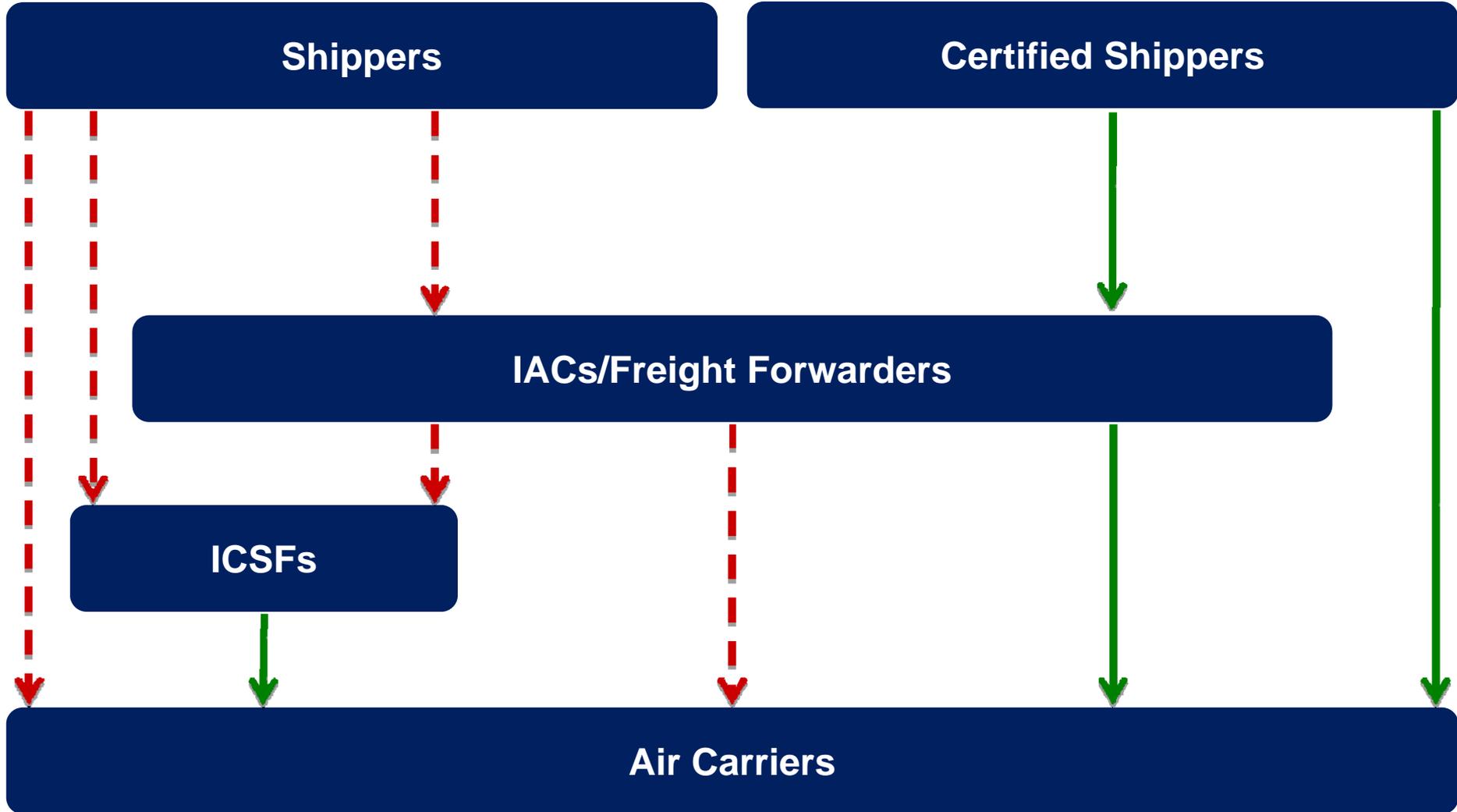
- Sealed drums
- Possibly toxic if opened
- Liquids/powders



- Varying sizes
- Sophisticated packaging
- High value

CCSP options mitigate supply chain bottleneck

- All entities within the supply chain can participate in screening



---> Unscreened Cargo
——> Screened Cargo

CCSP has 3 participation requirements

Regulation & Inspection

- Physical
- Personnel
- Training

Security

Screening

- Physical Search
- Technology

- Locks
- Tape
- Procedures

Chain of Custody

> 90% of shippers use physical search!

CCSP is impacting the supply chain positively

IAC Participation

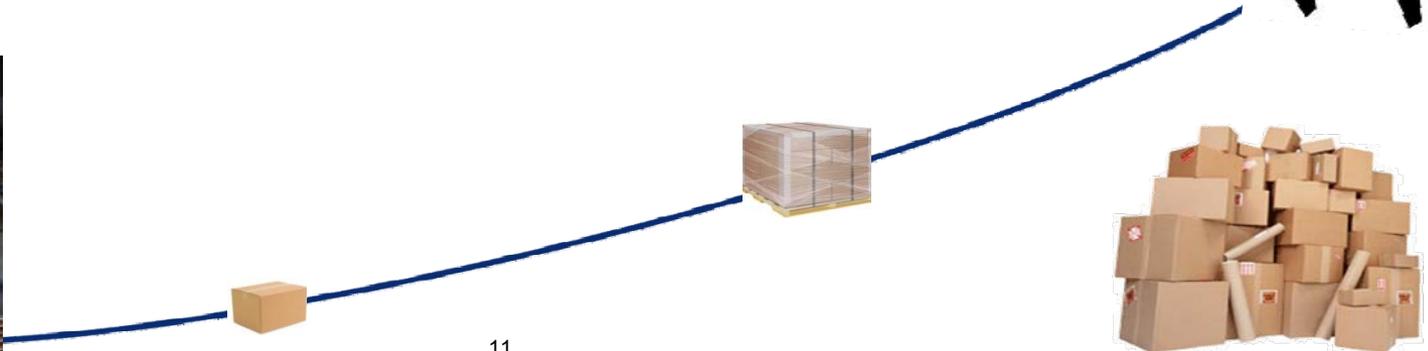
- Solid contribution from CCSF IACs helps in major U.S. gateway markets (wide-body aircraft)

Shipper Participation

- Limited shippers in program to date

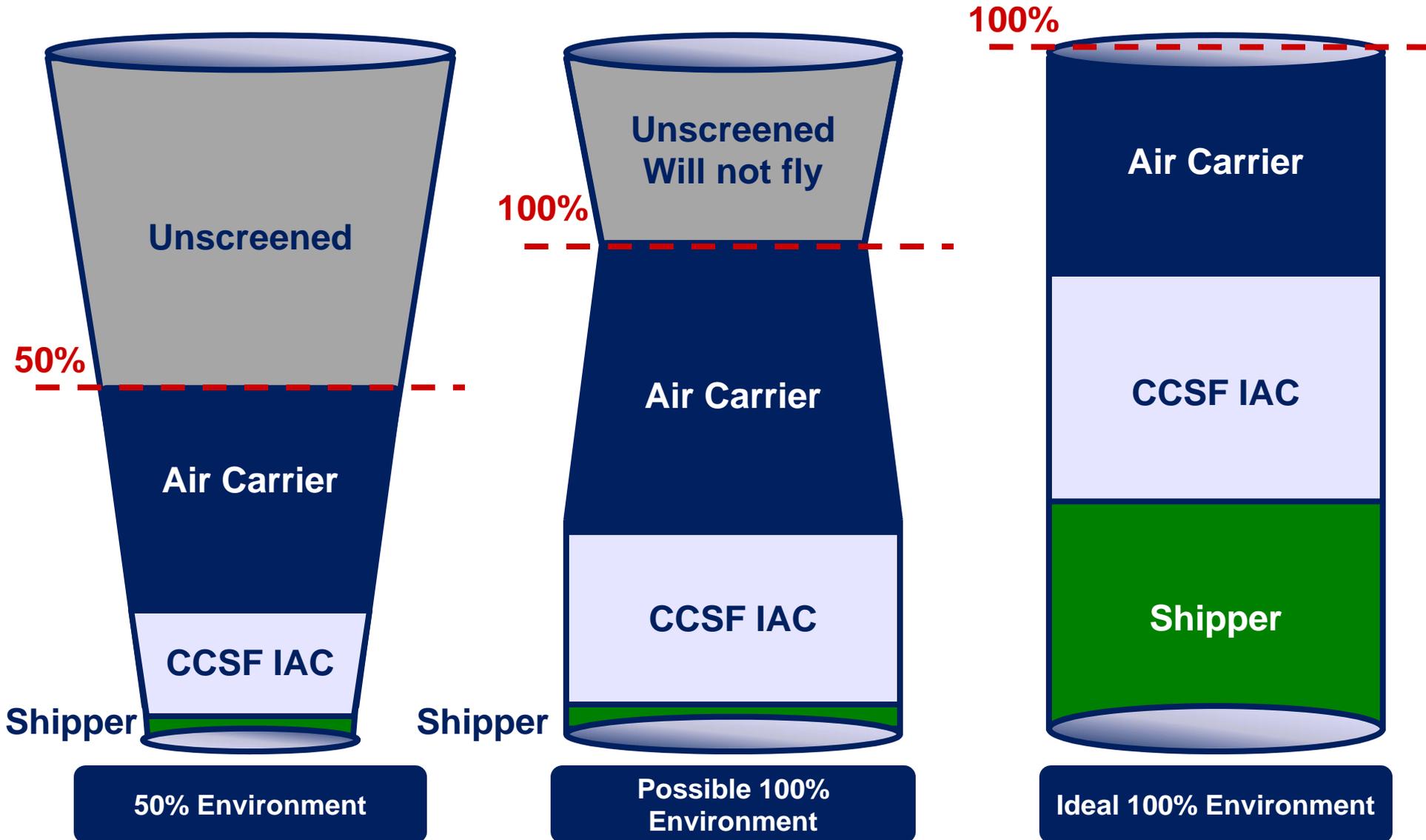
TSA Concern

- Shipper cargo reaching gateways at the skid level poses a screening challenge
- Not enough unique commodity/high volume shippers have a plan



Additional industry participation needed to reach 100%

- Delays will likely occur at current CCSP participation levels



Steps From 50% to 100% Screening

Achieving 50% vs. 100% Screening

50%

- Perception that achieving 50% screening was easy
- TSA saw a decrease in CCSF applications
- Airlines approaching their screening limit with technology investments for 50%
- TSA provided Air Carriers and IACs flexibility when determining what to screen at 50%
- Narrow body shipments counted toward 50%

100%

- Economic recovery could lead to increase in volume
- Insufficient availability of technology may cause backlogs
- Without proper preparations, cargo may be delayed or damaged if broken down or specially screened
- Potential cargo damage during physical inspection if contaminated in transit to carriers



Does your air cargo pass through these major gateways?

- Additional screening remains a challenge at the top 18 airports



★ 95% of wide-body passenger aircraft cargo



CCSP may be your best option

Key considerations

Are your shipments carried on passenger aircraft?	Yes	No
Do you ship individual pieces or skids using shrink-wrap or banding?	Yes	No
Will your shipments be compromised if opened?	Yes	No
Do you know what screening will cost?	Yes	No
Are your products sensitive to shipping delays?	Yes	No
Are you currently participating in other supply chain programs? (C-TPAT, cGMP, TAPA, etc.)	Yes	No
Do your volumes justify in-house screening?	Yes	No

Screen your own shipments

Pay someone to screen for you

Your Decision:



Shippers have other options



U.S. Domestic

- Truck
- All-cargo aircraft

International Export

- Maritime
- All-cargo aircraft

CCSP

- Program participation
- CCSF Freight Forwarder
- ICSF

The time to act is now

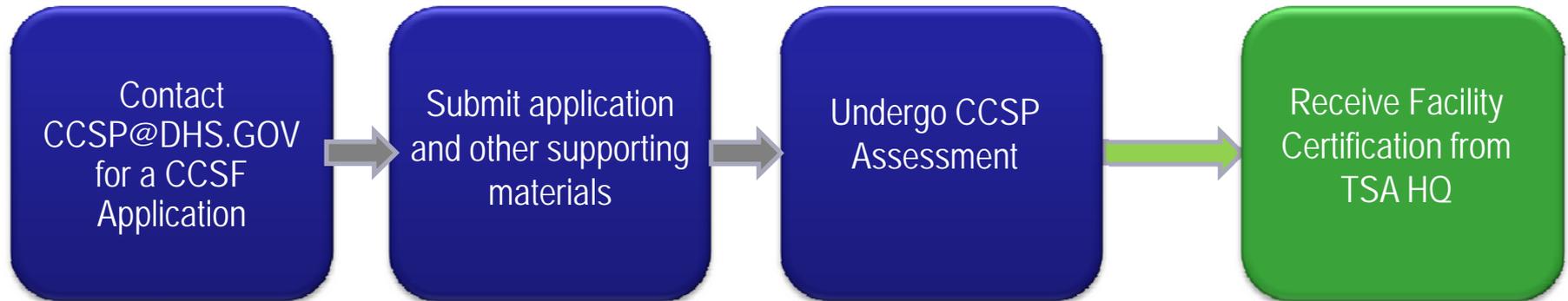
00Days and counting...

The Facts

- August 1, 2010 is a fixed date
- 100% piece level screening remains an industry challenge
- Technology is limited at present
- TSA has developed the CCSP option with/for industry
- TSA believes more high volume/unique commodity shippers need to consider participation

How Can I Join CCSP?

Steps to Joining the CCSP



- During Phase One, TSA performs assessments at no charge; after Phase One, TSA-Approved Validation Firms will perform this function
- Shippers sign Order and IACs comply with Alternate Procedure
- TSA reviews facility assessment and makes final certification decision



SAFETY Act and Screening Liability

U.S. DEPARTMENT OF HOMELAND SECURITY

SAFETY ACT

Support Anti-terrorism by Fostering Effective Technologies Act of 2002

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DESIGNATIONS / CERTIFICATIONS

- » "DT&E Designations for Homeland Security"
- » "Designations for Homeland Security"
- » "Approved Product List for Homeland Security"

Encouraging the Development and Deployment of Anti-terrorism Technologies

Download Application Kit

- The Support Anti-terrorism by Fostering Effective Technologies Act of 2002 (SAFETY Act) provides important legal liability protections for providers of qualified antiterrorism products (e.g.. technologies) and services (e.g.. processes)
- CCSP and its participants have been approved for pre-qualification coverage

For more information visit www.safetyact.gov

For more information

Please Contact Us

- For more information please visit: www.tsa.gov/ccsp
- Apply directly to CCSP@dhs.gov



