



Slide 1



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

Doug Brittin – *Transportation Security Administration*
February 3, 2010

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



Interactive Poll Question #1

How did you hear about today's webcast?

- a. Email from CCSP
- b. Email from a trade association
- c. Email from a chamber of commerce
- d. Email from a colleague
- e. Other



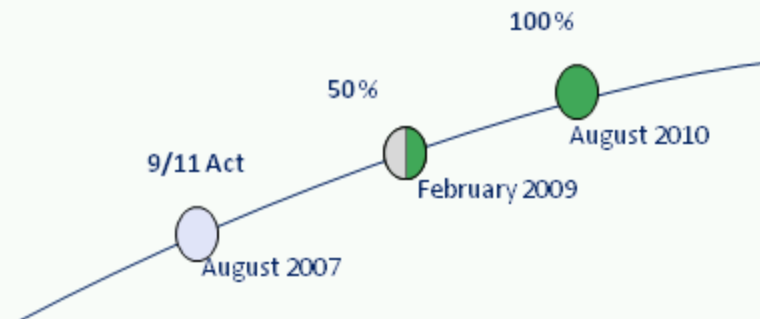
Interactive Poll Question #1



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



Law – 100% Screening Legislation



100% mandate challenging to the air cargo environment



100% mandate challenging to the air cargo environment



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



TSA created flexible options that work for industry



How Will Screening be Done?

TSA Approved Screening Methods

Primary Screening

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

Secondary Screening

Technology

- TSA operated canines

How Will Screening be Done?



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

Challenges to screening air cargo



Commodities pose significant screening challenges

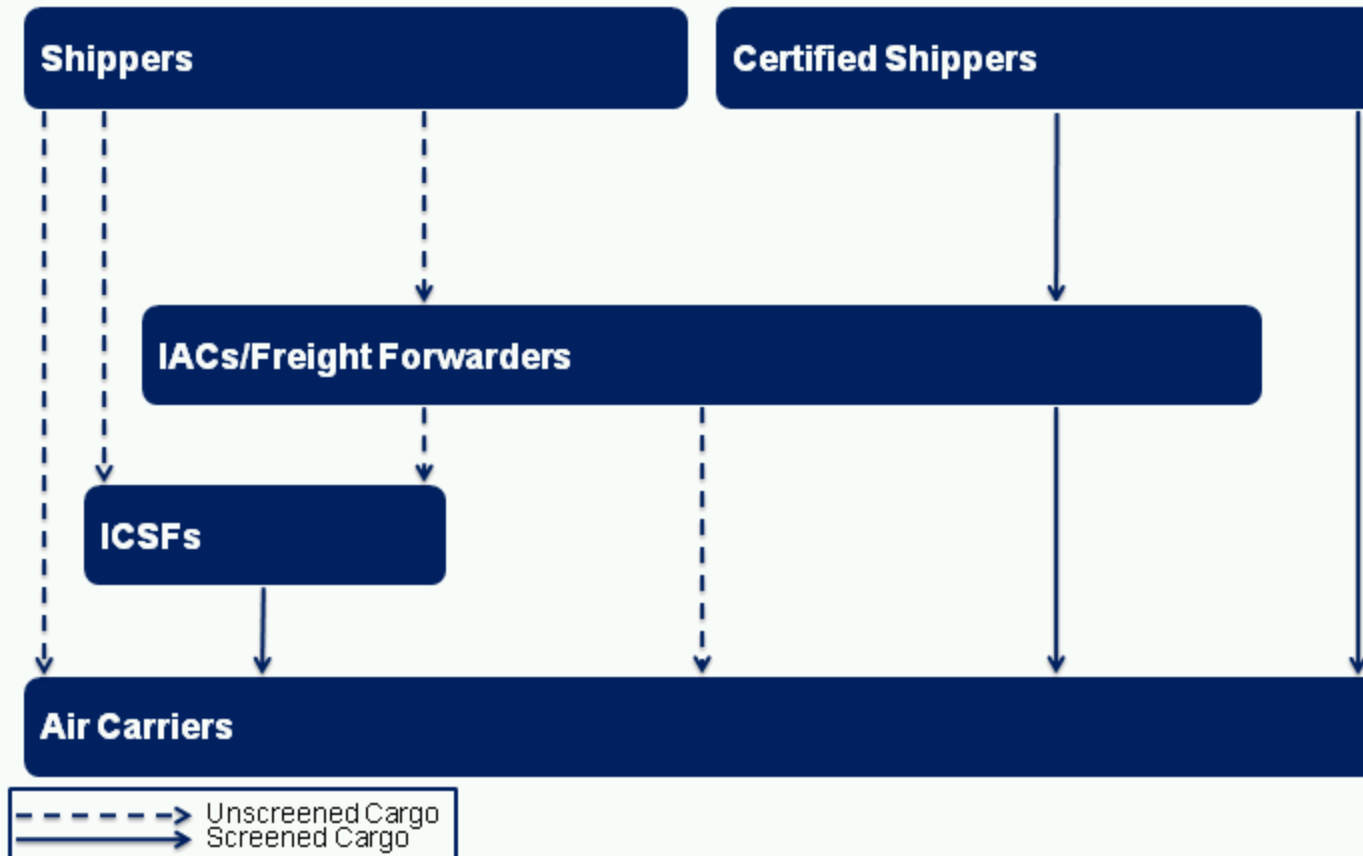
	Supply Chain Challenges	Screening Challenges
	<ul style="list-style-type: none"> Requires cold chain handling FDA sealed 	<ul style="list-style-type: none"> X-Ray <u>may</u> affect shipments Compromised package integrity
	<ul style="list-style-type: none"> Requires cold chain handling Perishable/limited shelf life USDA/APHIS requirements 	<ul style="list-style-type: none"> Too dense for X-Ray Risk of physical search bruising Difficult for ETD (wet)
	<ul style="list-style-type: none"> Sealed drums Possibly toxic if opened Liquids/powders 	<ul style="list-style-type: none"> Too dense for X-Ray No alarm resolution for ETD Inability to physically screen
	<ul style="list-style-type: none"> Compromised package integrity High value security 	<ul style="list-style-type: none"> Static discharge Risk of physical search damage
	<ul style="list-style-type: none"> Sanctity of the remains 	<ul style="list-style-type: none"> Inability to physically screen
	<ul style="list-style-type: none"> Varying sizes Sophisticated packaging High value 	<ul style="list-style-type: none"> X-Ray sensitivity Inability to physically screen

Commodities pose significant screening challenges



CCSP options mitigate supply chain bottleneck

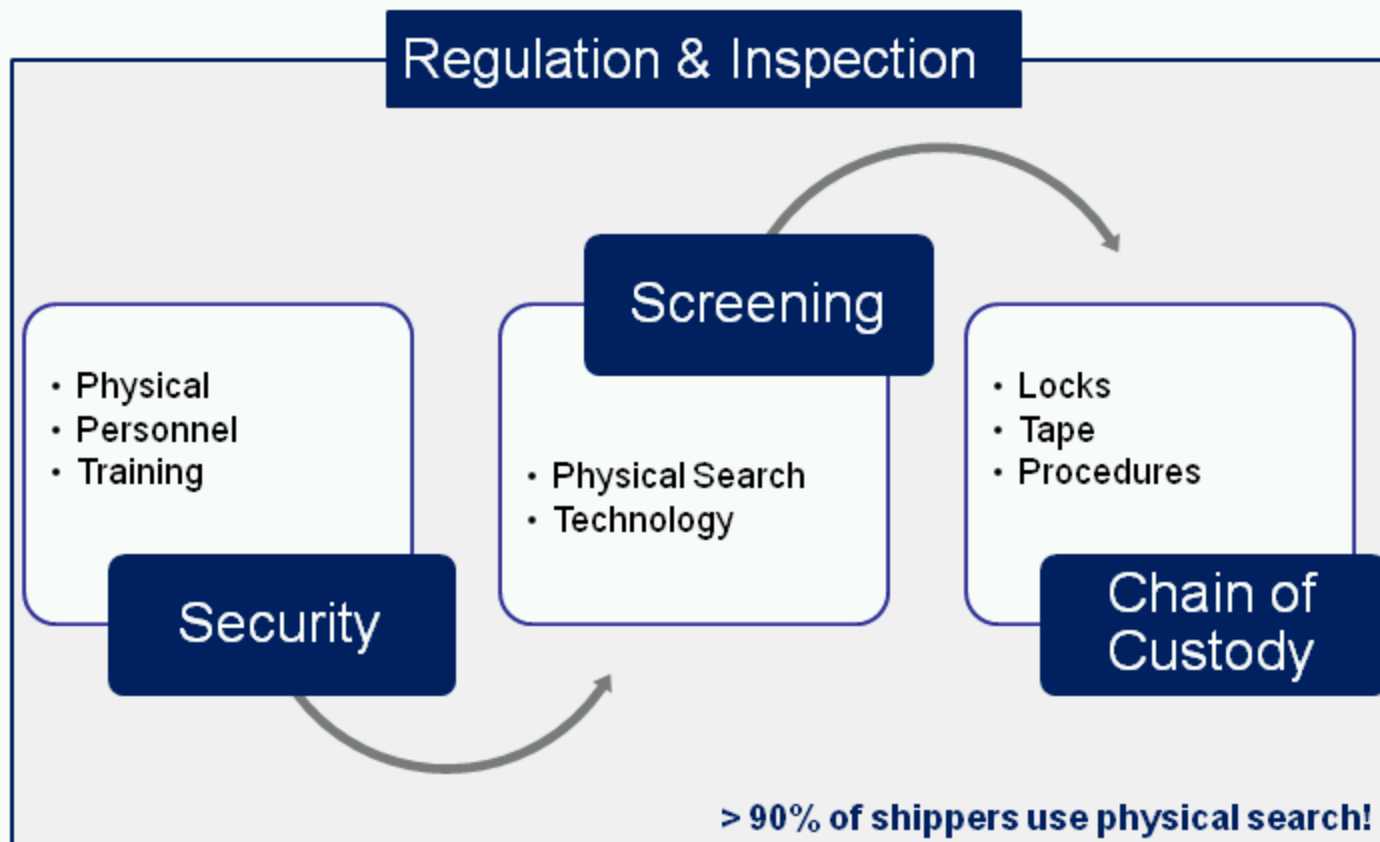
- **All** entities within the supply chain can participate in screening



CCSP options mitigate supply chain bottleneck



CCSP has 3 participation requirements



CCSP has 3 participation requirements



CCSP is impacting the supply chain positively

IAC Participation

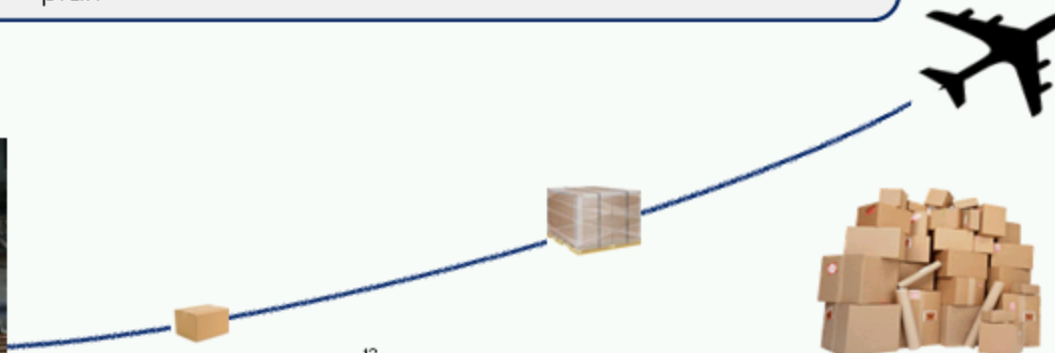
- Solid contribution from CCSF IACs helps in major U.S. gateway markets (wide-body aircraft)

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

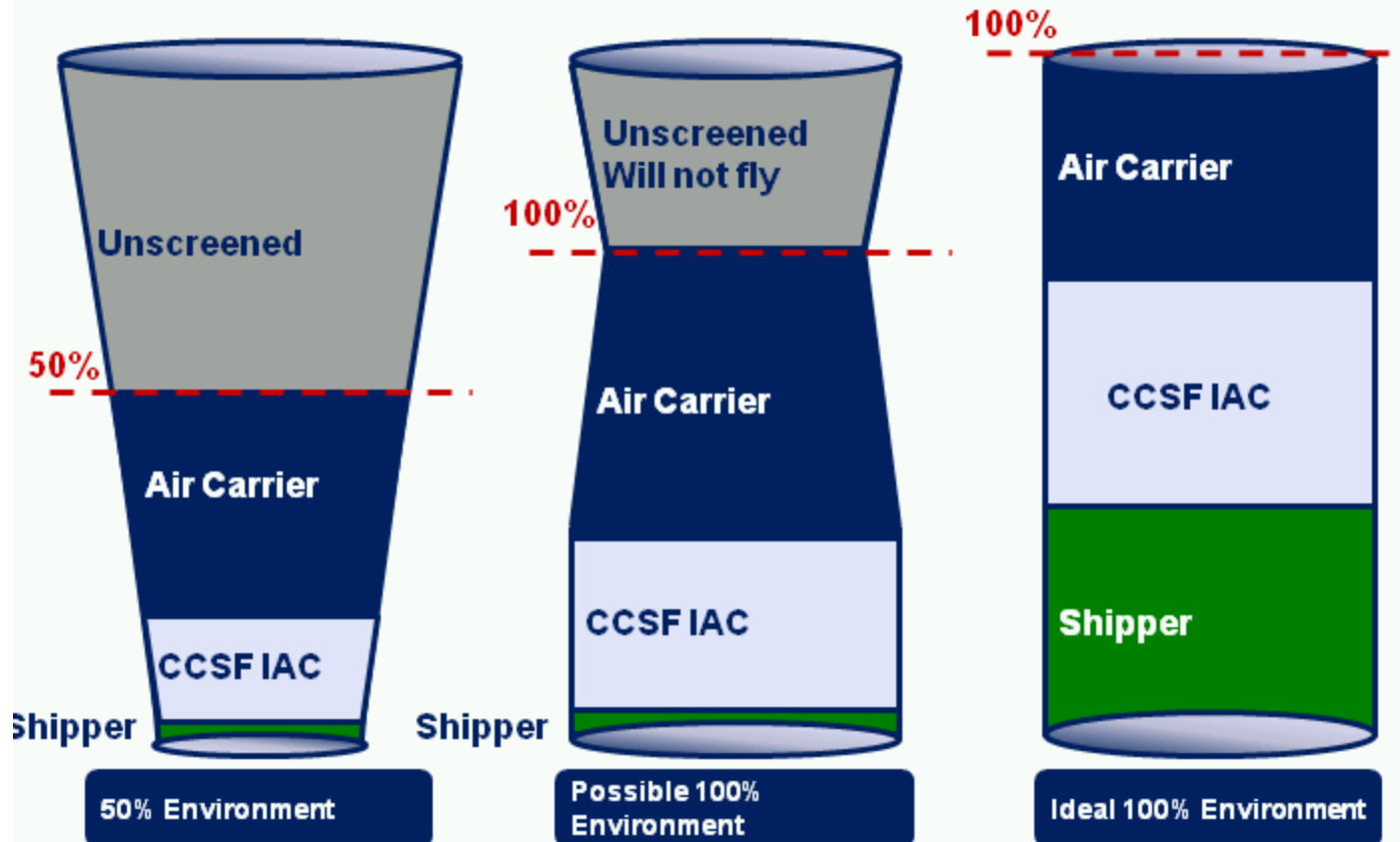


CCSP is impacting the supply chain positively



Additional industry participation needed to reach 100%

- Delays will likely occur at current CCSP participation levels

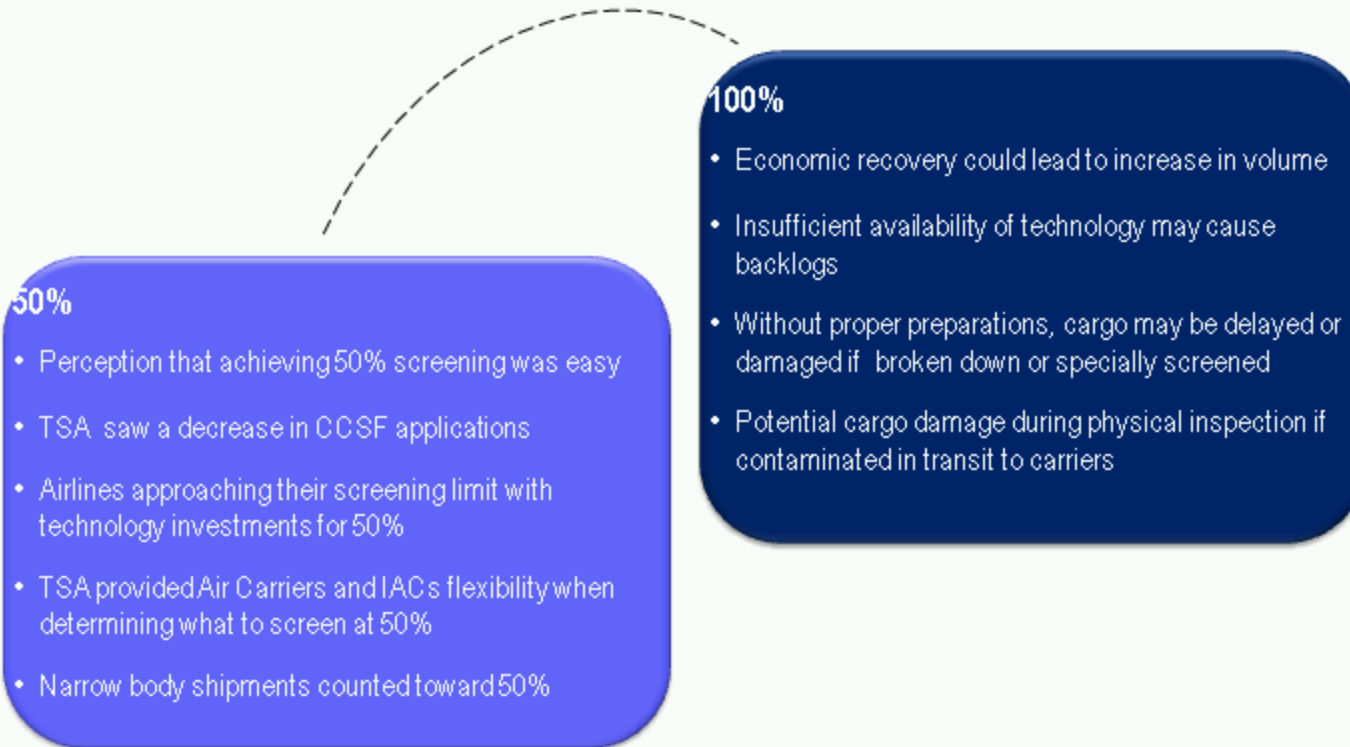


Additional industry participation needed to reach 100%



Steps From 50% to 100% Screening

Achieving 50% vs. 100% Screening

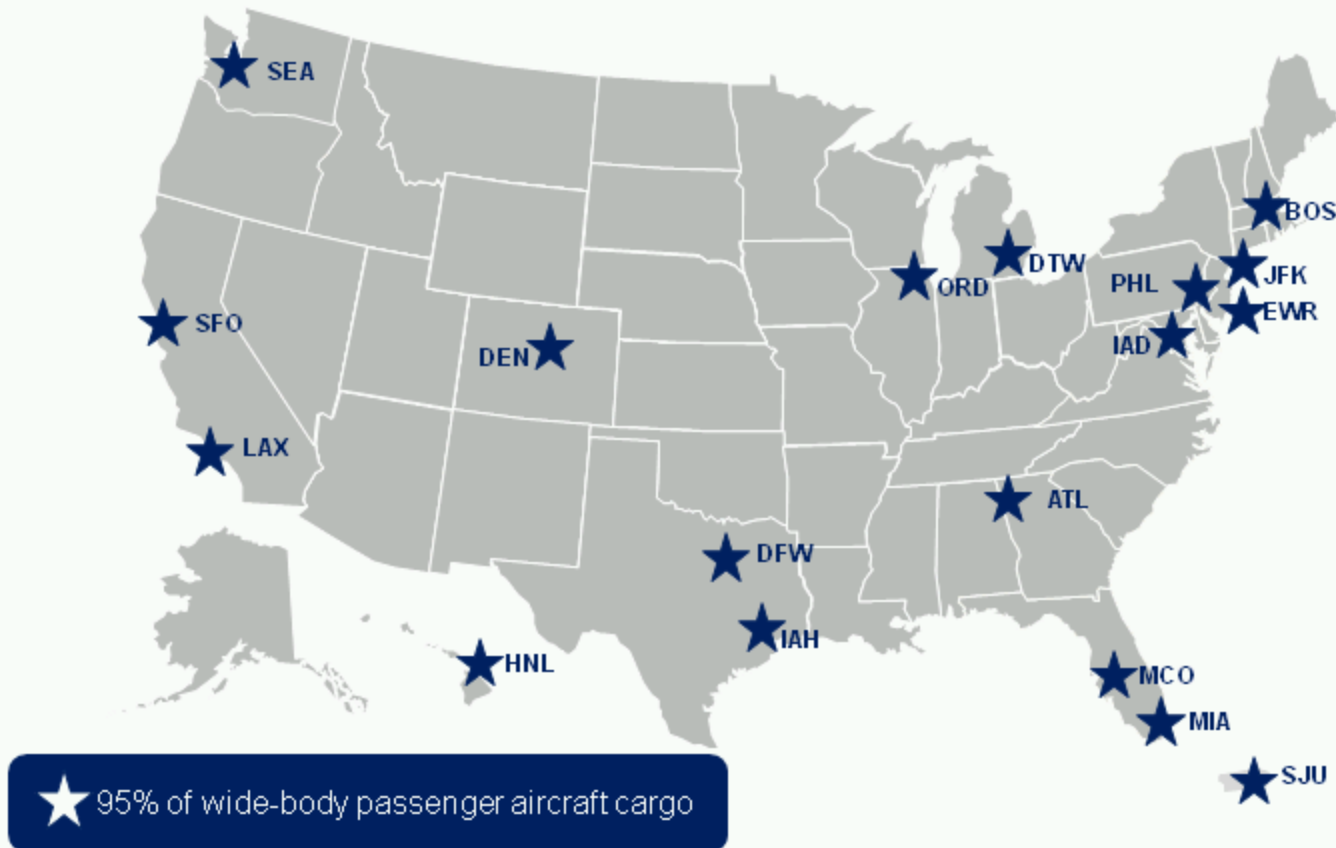


Steps From 50% to 100% Screening



Does your air cargo pass through these major gateways?

- Additional screening remains a challenge at the top 18 airports

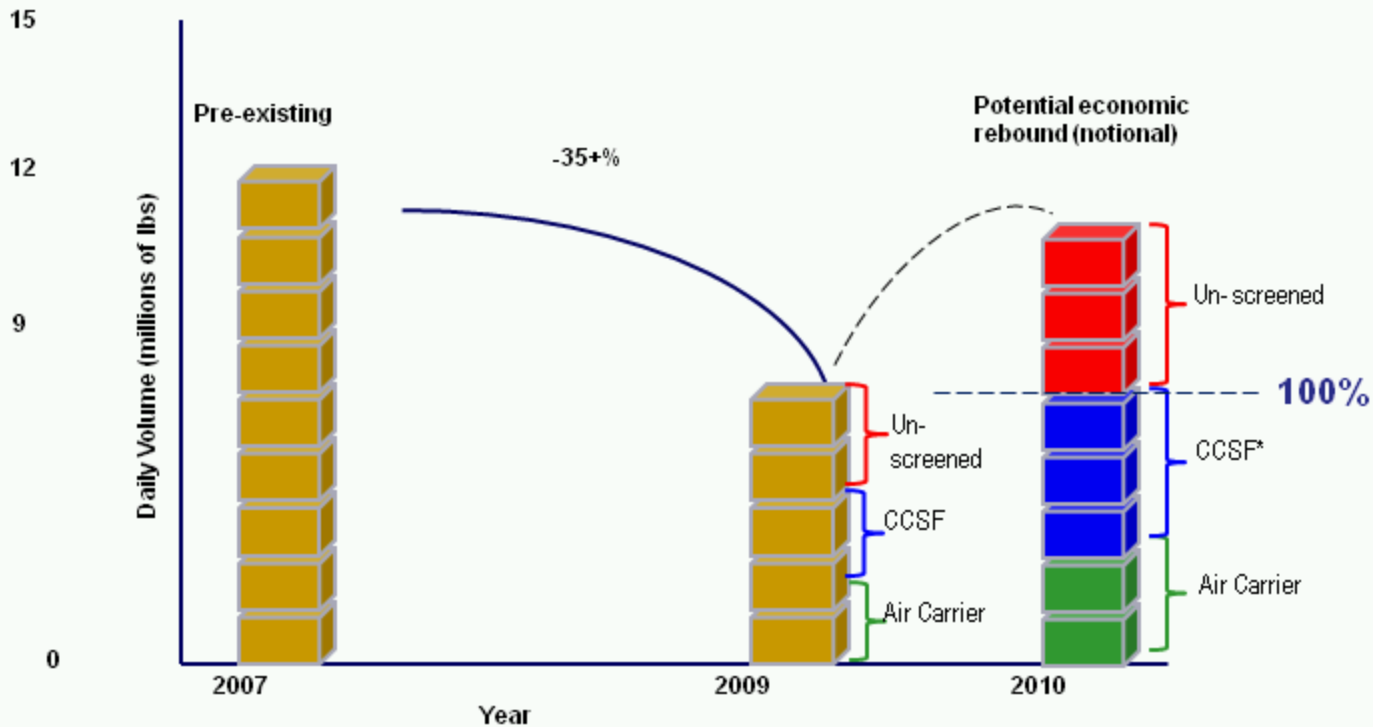


Does your air cargo pass through these major gateways?



Economic Environment for 50% Screening

- A variety of factors including the decrease of air cargo made achieving 50% screening “seemingly easy”
- As volumes increase, air carriers will not be able to screen 100% of cargo in a timely fashion - leading to logjams, etc.



* Potential CCSFs based on current certification rate and maximum air carrier screening capability, as advised by the air carrier community

Economic Environment for 50% Screening



Interactive Poll Question #2

What do you view as your biggest challenge to meeting the 100% mandate?

- a. Limited resources (cost, time, people)
- b. Deciding where to screen (in-house or elsewhere)
- c. Ensuring package integrity during screening
- d. Ensuring the timeliness of shipments
- e. Other



Interactive Poll Question #2



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



CCSP may be your best option



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

178 Days

and counting...

Shippers have other options



Summary

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

Summary



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

How Can I Join CCSP?



SAFETY Act and Screening Liability



- 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

SAFETY Act and Screening Liability



For more information

Please Contact Us

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



For more information



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