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NOTIONAL – FOR DISCUSSION PURPOSES ONLY

# **Achieving 100% Cargo Screening on Passenger Aircraft**

**November 2008**



# Agenda

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## 100% Screening Legislation

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### Approach to 100% Screening

- Narrow Body Amendment
  - Certified Cargo Screening Program
  - Freight Forwarder (IAC) Screening Technology Pilot
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## International Inbound Strategy

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## Summary

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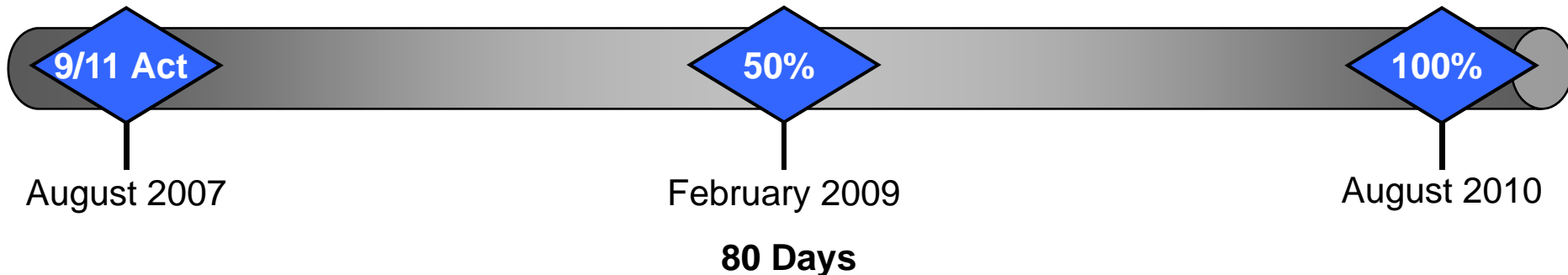
# 100% Screening Legislation

## Background

- President Bush approved *Implementing Recommendations of the 9/11 Commission Act of 2007* on August 3, 2007.
- 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





# 100% Screening Industry Impacts

## Impacts

- All cargo must be screened at the piece level by TSA-approved methods prior to being loaded on a passenger aircraft.
- Screening capacity at a single point in the supply chain is not sufficient enough to accomplish this requirement.
- Significant carrier delays, cargo backlogs, and transit time increases are expected.

**~12 million pounds  
moves on PAX daily.**



**August 2010  
100% Screening Required  
by Congress**

**Cargo must be broken down  
to piece level and screened  
by piece.**

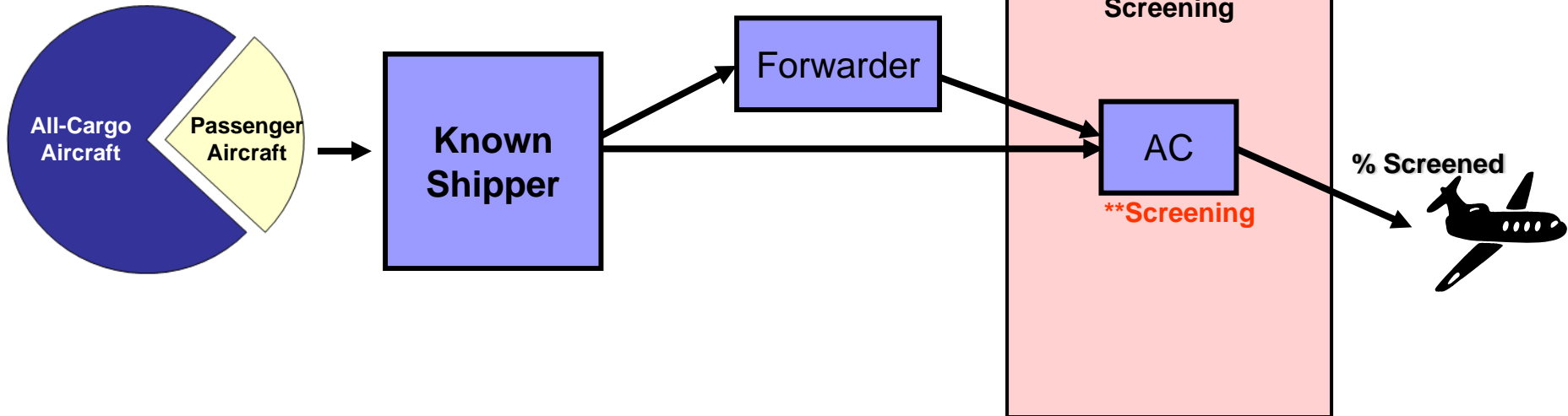




# Current Air Cargo Supply Chain

- Today the majority of screening of cargo bound for passenger aircraft is done by the air carrier.
- By August 2010, 100% of all cargo loaded on passenger aircraft will have to be screened by TSA approved screening methods.

United States Air Cargo Distribution by Weight\*



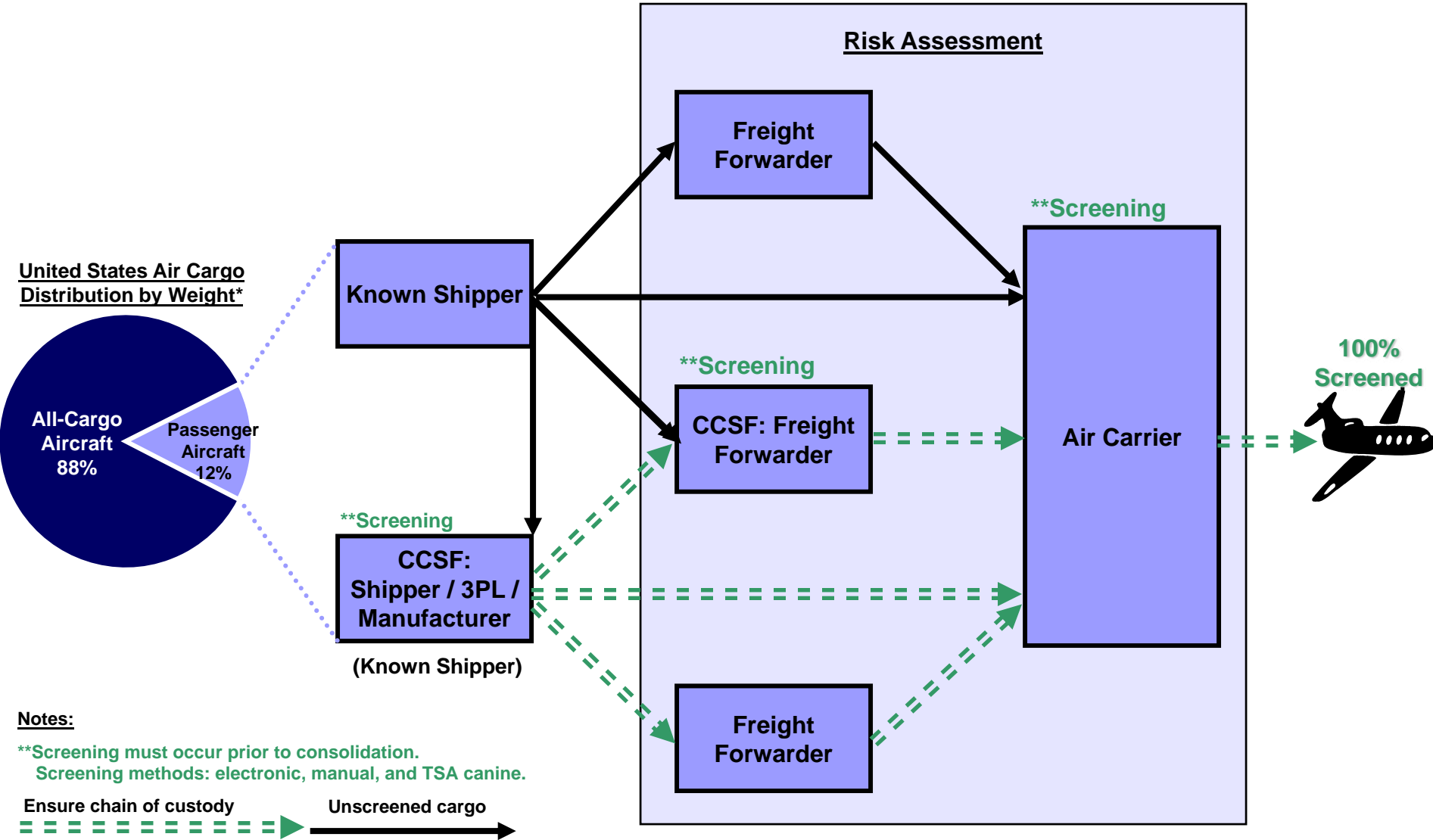
**\*\*Physical Screening Methods:  
electronic, manual, and canine**

\* Sources:  
 - BTS (Air Carrier Statistics Database – Form 41 Traffic)  
 - CRS Report for Congress – Air Cargo Security, 9/11/03  
 - DHS Air Cargo Security Requirements – NPRM 2004



# Future Air Cargo Supply Chain

In the future, screening responsibility will be allocated across the supply chain.





# 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

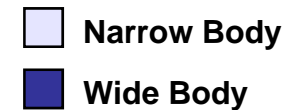
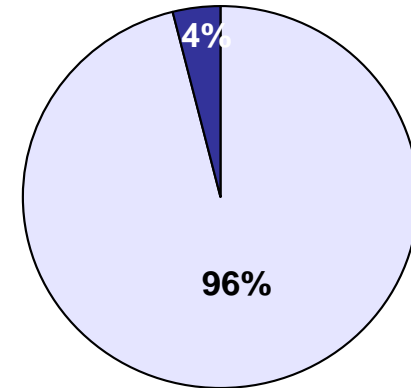




# 100% Narrow Body Amendment

- 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.

**# of Flights**



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





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# Certified Cargo Screening Program

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# 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:



- Any entity with the desire to screen cargo must have a facility that can be secured.
- Facilities that are not currently regulated by TSA will become regulated under the program.

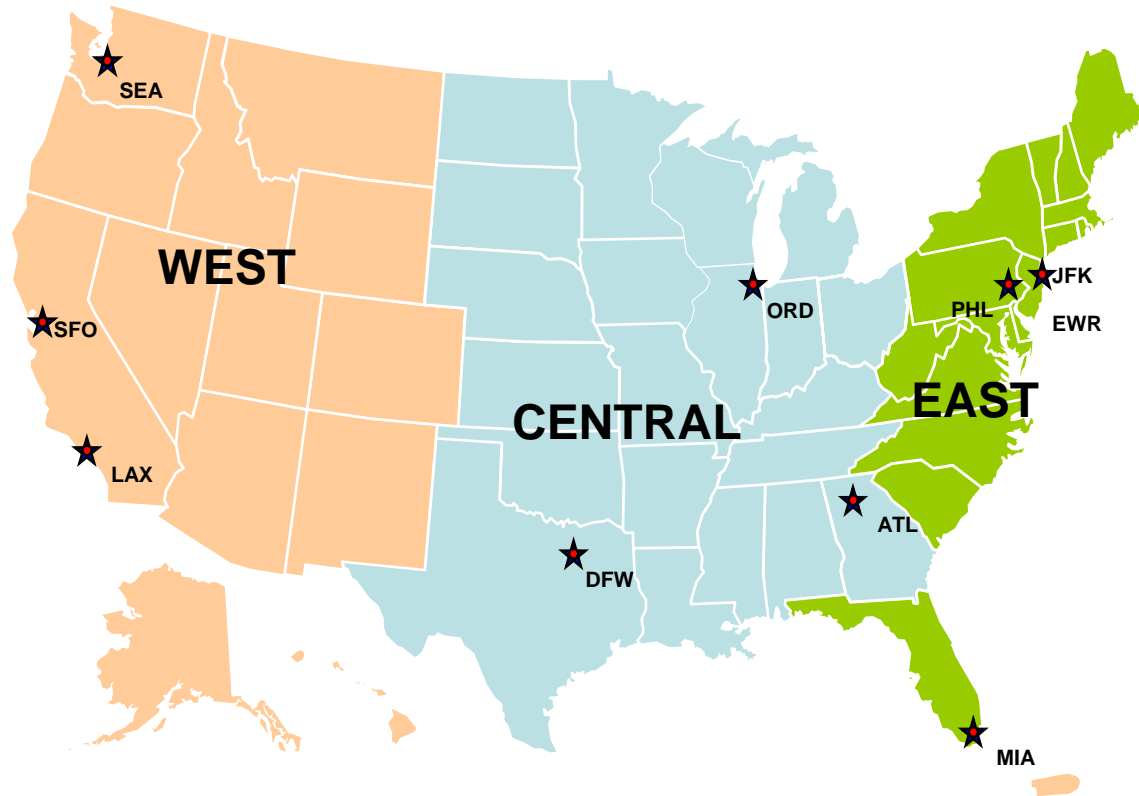


# CCSP Phase One Status Update for Shippers

## CCSP Outreach

Total number of participants: **2650**  
industry representatives

- **554** Indirect Air Carriers
- **223** Shippers/3PLs/WHS, Distribution Centers
- **105** Air Carriers
- **11** Associations





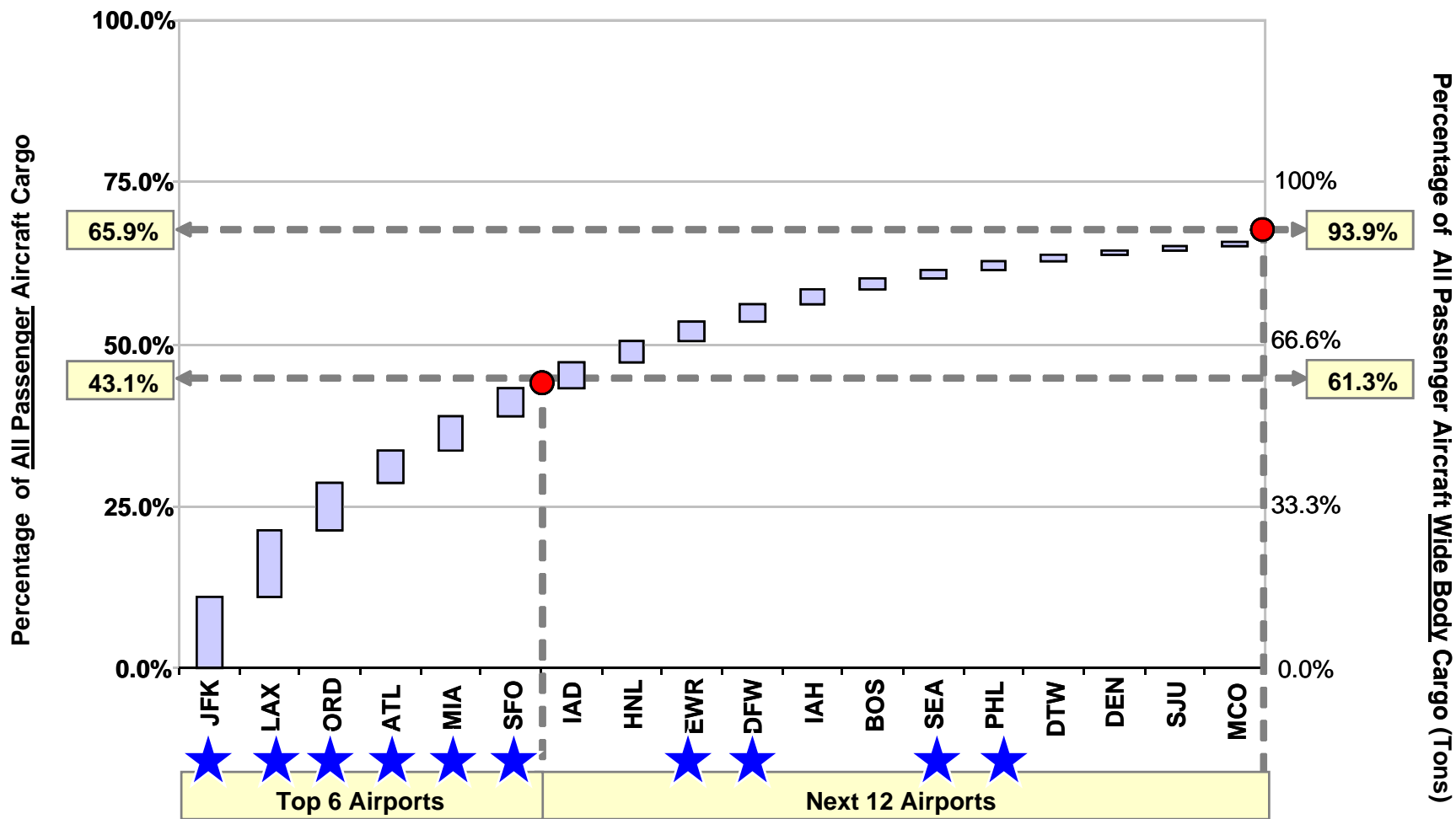
## **Freight Forwarder Screening**

- IAC Screening Technology Pilot (STP)**
- IAC CCSFs**



# Screening Location Data

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



★ Indicates city where shipper facilities are targeted during Phase One Deployment in parallel with freight forwarding facilities.



# IAC Screening Technology Pilot (STP) 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, and
- To evaluate chain-of-custody procedures for screened cargo as it moves from the IAC to the air carrier.

Criteria for participation in the STP includes having:

- An IAC facility located in one of the 18 STP locations
- A minimum volume throughout of 200 annual consolidations (ULDs per location) tendered to passenger wide-body aircraft
- CCSP facility security and chain of custody standards verified through an audit by TSA
- Signed an Other Transactional Agreement (OTA) to receive funding from TSA



# IAC Screening – Non-STP Applicants

- Other IACs may apply to become CCSFs in Phase One if they are operating in the 18 STP cities

## Differences between IAC STP and Non-STP Applicants

- Non-STP CCSF-IACs will not be given TSA funding
- CCSF-IACs must still report screening volumes to TSA but not screening technology data
- No OTA is required for these IACs but they must still be certified and adhere to the requirements in the IACSSP Amendment







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# Regulatory Process



# Facility Requirements

- All facilities must adhere to the following requirements prior to validation and certification:

## Facility Security

Identify Designated Screening Area (DSA) and implement required access controls, etc.

## Employee Training

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

## Personnel Security

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

## Screening

Follow screening measures that meet TSA's standards and ensuring chain of custody



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**Q & A**