

ACAS? What's an ACAS?

The Next Chapter in Air Cargo Security

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What's an ACAS?

- **The Air Cargo Advance Screening (ACAS)** project is a joint effort between TSA and CBP to test and implement baseline threshold targeting in the pre-departure air cargo environment using CBP's Automated Targeting System (ATS)



ACAS Overview

- This is a *voluntary* pilot

- T

- TSA is neutral regarding the transmission of data

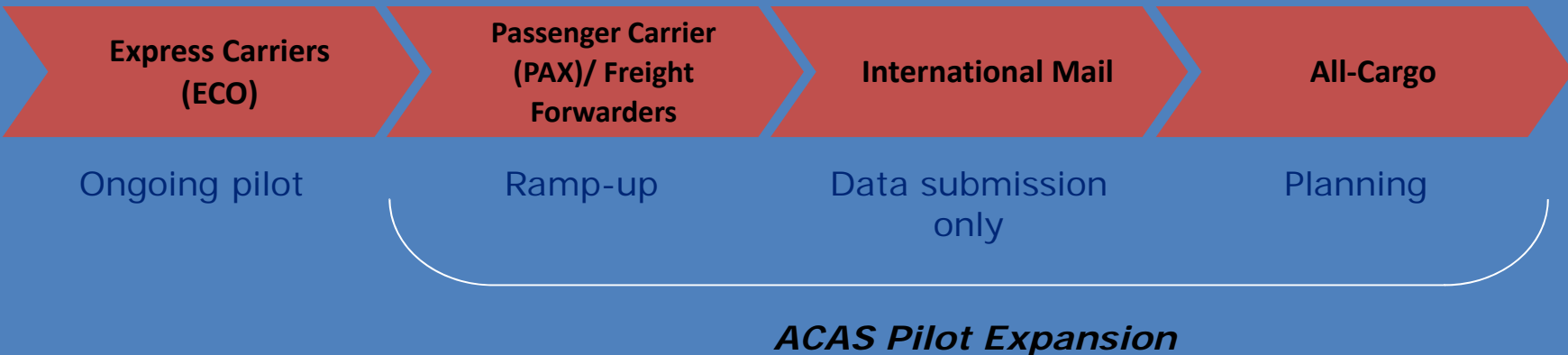
- TSA requires confirmation of screening



Overview of the ACAS Program

- Pilot activities are focused on a proof of concept for each of the key building blocks – data, targeting, and enhanced screening – and build toward implementation of a comprehensive pre-departure targeting and screening regime

There are four components of the ACAS pilot



Current Status of ACAS

Express Carriers are currently the only entities that are fully operational in the screening component of ACAS

Express Carriers – December 2010

- UPS, FedEx, TNT Express, and DHL volunteered and are currently participating in the ECO phase of the pilot

Passenger Carrier/Freight Forwarders - Late 2011

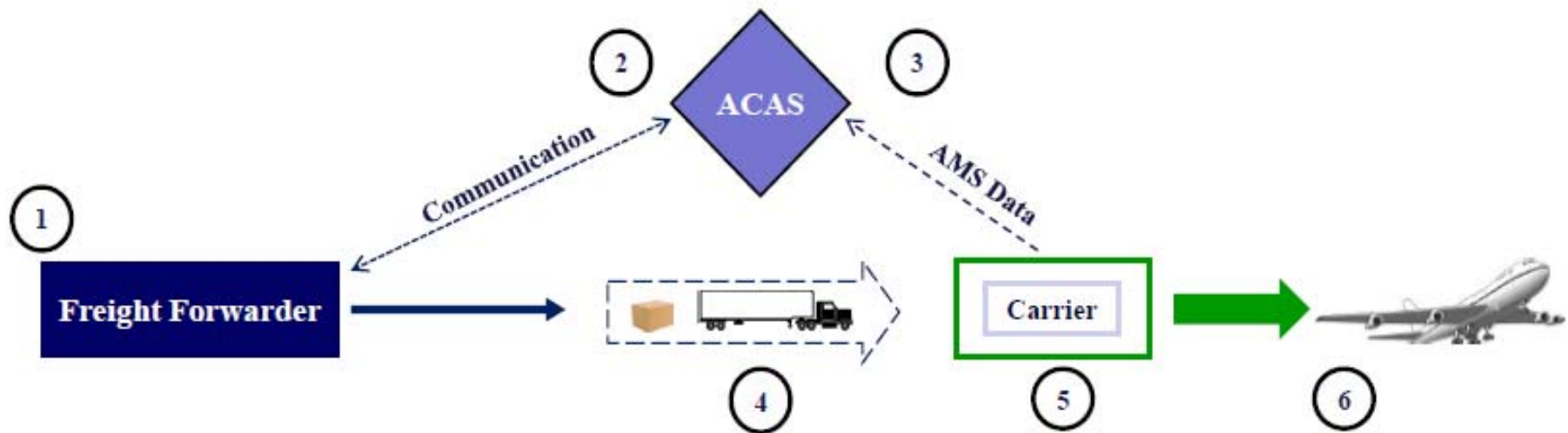
- PAX/FF have begun participation in the ACAS pilot with additional participants to follow
- Some major US and International carriers have started to transmit data
- 3 major international forwarders have provided some test transactions to ACAS

International Mail and Heavy All-Cargo – TBD

- Royal Mail (UK) is currently submitting data only; other mail carriers are to follow in 2012
- Operational and communication issues need to be worked through before moving forward with the heavy all-cargo participants

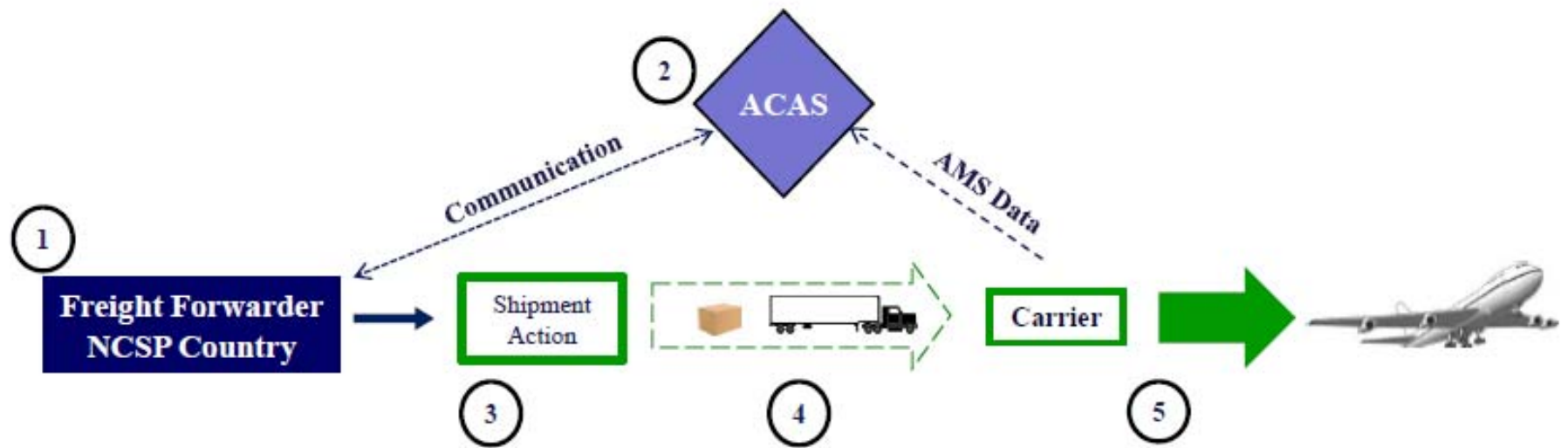


Freight Forwarder Operational Model (Non-NCSP)



- 1) Freight Forwarder submits advance
- 2) ACAS conducts baseline threshold targeting
- 3) Upon completion of analysis, ACAS may require one of three different action options:
 - Data Quality Update Requested
 - Screening Protocols
 - Do Not Load
- 4) Air Carrier or its Authorized Representative may screen the shipment per ACAS operating procedures
- 5) If the Freight Forwarder is not an Authorized Representative of the Air Carrier, it must tender cargo to the Carrier for screening
- 6) Screened cargo can be loaded

NCSP Operational Model



- 1) Freight Forwarder or Carrier/Authorized Representative submits advance data to ACAS
- 2) ACAS conducts baseline threshold targeting
- 3) Upon completion of analysis, ACAS may require one of three different action options:
 - Data Quality Update Requested
 - Screening Protocols
 - Do Not Load
- 4) If the Freight Forwarder is a Regulated Agent performing screening under a TSA recognized National Cargo Security Program (NCSP), they may perform screening under NCSP protocols prior to tendering to the Air Carrier, or tender it to the carrier for screening
- 5) Screened cargo can be loaded

Required Data

- HAWB Identifier
- Message Originator
- Shipper Name and Address
- Consignee Name and Address
- Weight
- Piece Count
- Description of goods



Lessons Learned

- Timely Availability of data is the key.
- ACAS is currently not impacting cut off times.
- Improved Cargo Security - Advanced information allows risk-based targeting earlier in the supply chain and does not interrupt the flow of commerce.
- Pilot findings may be incorporated into TSA's long term risk based approach to cargo Security



Why participate?

- Reduce costs for carrier filings
- Faster clearances
- Greater visibility and control of shipments in the supply chain
- Start while the program is a pilot
- Potential to influence the requirements

Things to consider?

- Timeliness and availability of data
- Electronic messaging capabilities
- Overseas Agents – What role do they play?
How do you work together?
- Origin of freight destined to US – currently targeted countries?

At the Table...



On the Table!



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