

# U.S. CUSTOMS AND BORDER PROTECTION



## SECURING OUR PORTS



**U.S. Customs and Border Protection**  
**Response to Terrorism**



## How does CSI work?

CSI addresses the threat to border security and global trade that is posed by potential terrorist use of a maritime container to deliver a weapon. CSI uses a security regime to ensure all containers that pose a potential risk for terrorism are identified and inspected at foreign ports before they are placed on vessels destined for the United States. Through CSI, CBP officials work with host customs administrations to establish security criteria for identifying high-risk containers. Those administrations use non-intrusive inspection (NII) and radiation detection technology to screen high-risk containers before they are shipped to U.S. ports.



## What are CSI's core elements?

The four core elements of CSI are:

- 1. Identify high-risk containers. CBP uses automated targeting tools to identify containers that pose a potential risk for terrorism, based on advance information and strategic intelligence.
- 2. Prescreen and evaluate containers before they are shipped. Containers are screened as early in the supply chain as possible, generally at the port of departure.
- 3. Use technology to prescreen high-risk containers to ensure that screening can be done rapidly without slowing down the movement of trade. This technology includes large-scale X-ray and gamma ray machines and radiation detection devices.
- 4. Use smarter, more secure containers, which will allow CBP officers at United States ports of arrival to identify containers that have been tampered with during transit.



## 50 CSI ports are currently operational:

Halifax, Montreal, and Vancouver, Canada

Le Havre, France

Bremerhaven & Hamburg, Germany

Yokohama, Nagoya, Kobe & Tokyo Japan

Gothenburg, Sweden

Durban, South Africa

Dubai, United Arab Emirates

Colombo, Sri Lanka

Santos, Brazil

Caucedo, Dominican Republic

Port Salalah, Oman

Algeciras, Barcelona and Valencia Spain

Port Klang & Tanjung Pelepas Malaysia

Naples, Gioia Tauro, Livorno, Genoa & La Spezia, Italy

Felixstowe, Liverpool, Thamesport, Tilbury, and Southampton, UK

Rotterdam, The Netherlands

Piraeus, Greece

Antwerp, Zeebrugge Belgium

Singapore Hong Kong

Pusan, Korea

Marseille, France

Shanghai, Shenzhen, Kaohsiung

Laem Chabang, Thailand & Chi-Lung

Buenos Aires, Argentina

Lisbon, Portugal

Puerto Cortes, Honduras

Kingston, Jamaica



## Key benefits of CSI



- CSI significantly increases our ability to intercept containers that may pose a risk for terrorism before they reach U.S. shores.
- CSI increases the security of the global trading system.
- CSI facilitates the smooth movement of legitimate trade.

# MULTIPLE LAYERS

- ***Screening and Inspection:*** CBP screens 100 percent of all cargo before it arrives in the U.S using intelligence and cutting edge technologies. CBP inspects all high-risk cargo.
- ***CSI (Container Security Initiative):*** Enables CBP, in working with host government Customs Services, to examine high-risk maritime containerized cargo at foreign seaports, before they are loaded on board vessels destined for the United States. In addition to the current 50 foreign ports participating in CSI, many more ports are in the planning stages. As of October of 2006, 82 percent of transpacific maritime containerized cargo shipped to the U.S. is shipped from ports participating in CSI.
- ***24-Hour Rule:*** Under this requirement, manifest information must be provided 24 hours prior to the sea container being loaded onto the vessel in the foreign port. CBP may deny the loading of high-risk cargo while the vessel is still overseas.

# 24-HOUR RULE

Shipping companies are required, 24 hours in advance, to provide manifest data for all cargo destined for the U.S.

APIS (Advanced Passenger Information System) requires carriers to transmit passenger and crew information at least 24 hours before the entering the first U.S. Port.

100% of this data is then transmitted to the U.S. National Targeting Center for screening to identify high-risk cargo and/or passengers and crew.

Under CSI, CBP partners with foreign customs authorities to examine all high-risk cargo that is bound for the U.S. while it is still at foreign ports.



# WMD DETECTION

**• *Use of Cutting-Edge Technology:*** CBP is currently utilizing large-scale X-ray and gamma ray machines and radiation detection devices to screen cargo. Presently, CBP operates over 825 radiation portal monitors at our nation's ports (including 181 radiation portal monitors at seaports), utilizes nearly 200 large scale non-intrusive inspection devices to examine cargo, and has issued over 14,000 hand-held radiation detection devices. The President's FY 2007 budget requests \$157 million to secure next-generation detection equipment at our ports of entry. Also, over 1200 canine detection teams, who are capable of identifying narcotics, bulk currency, human beings, explosives, agricultural pests, and chemical weapons are deployed at our ports of entry.

# **Customs-Trade Partnership Against Terrorism**

**CBP created a public-private and international partnership with over 6,000 businesses (over 10,000 have applied) including most of the largest U.S. importers -- the Customs-Trade Partnership Against Terrorism (C-TPAT). C-TPAT, CBP and partner companies are working together to improve baseline security standards for supply chain and container security. (We review the security practices of not only the company shipping the goods, but also the companies that provided them with any services.)**



***Established in 2001, the Customs-Trade Partnership Against Terrorism (C-TPAT) is the U.S. Customs and Border Protection (CBP) initiative that partners with the trade community on a voluntary basis to secure the international supply chain of goods entering the United States. C-TPAT builds upon relationships with all segments of the supply chain, both foreign and domestic to secure the entire supply chain.***





# C-TPAT Membership

- Importers
- Brokers / Forwarders / Consolidators
- Carriers (Air, Sea, Rail & Truck)
- Port Authorities / Terminal Operators
- Foreign Manufacturers



# C-TPAT Enrollment

Sector	Certified Partners
Importers	3,254
Brokers	586
Consolidators	533
Air Carriers	31
Sea Carriers	78
Highway Carriers (US & CA)	1,050
Highway Carriers (MX)	244
Rail Carriers	9
Port Auth./ Term Op	33
Foreign Manufacturers	305
<b>Total</b>	<b>6,123</b>



# Customs-Trade Partnership Against Terrorism

## Industry Partnership / C-TPAT Objectives:

- Emphasize Prevention vs. Interdiction
- National Security
- Shared Responsibility
- Promote Security and Smuggling Awareness





# Layered Strategy



**Customs-Trade Partnership Against Terrorism**  
Engaging the private sector to increase supply chain security



**Trade Act/24 Hour Rule**  
Advanced information analysis and targeting



**Container Security Initiative**  
Expanding our borders by pre-screening high-risk shipments prior to arrival in the U.S.



**Non-Intrusive Inspection Technology**  
Employing the use of advanced inspection technologies



# Minimum Security Criteria

## Strengthened the Minimum Security Criteria for C-TPAT Members

To provide greater detail to the membership on the expectations of the C-TPAT program.

To assist CBP in having a clearly defined and consistent baseline for minimal program requirements.

### Status of Minimum Security Criteria:

- |                               |                  |
|-------------------------------|------------------|
| ➤ Importer                    | Issued March 05  |
| ➤ Carriers (Sea & Land)       | Issued March 06  |
| ➤ Rail Carrier                | Issued August 06 |
| ➤ Foreign Manufacturers       | Issued August 06 |
| ➤ Customs Broker              | In draft         |
| ➤ Air                         | In draft         |
| ➤ Freight Forw / Port Term Op | End of CY-06     |





# C-TPAT 2005-2006 Achievements:

*Jan. 1, 2005 - Oct. 20, 2006*

- 4,615 Certified Partners
- 38 Supply Chain Security Specialists, 4 Field Offices
- **403 Validations Completed (8%); 518 Validations In Progress (11%)**
- Travel not based on risk
- 32 Suspensions/Removals
- Guidelines
- One Standard Benefits Package

- 6,123 Certified Partners
- 125 Supply Chain Security Specialists, 5 Field Offices; 9 Selections made 10/1; EODs pending; 25 additional recommendations for selection at HR; Will reach 156 staffing goal by Oct. 30, 2006.
- 3,372 Validations Completed (57%); Projected 65% completed by end of CY06. Re-validations starting in 2007.
- Blitz Operations Continue, Remaining in 2006: Indonesia, Philippines, Singapore.
- 175 total suspensions/removal. (115 Highway)
- Tougher Security Criteria Implemented – Importers, Sea Carriers, Highway Carriers. Rail Carriers, MX and CA manufacturers. Air, Customs Brokers under development; All remaining by end of 2006.
- Tiered Benefits Structure – commensurate with security enhancements. Best Practices Catalog.
  - Tier 3 Importers: 198.
- Automated Validation Assessment Tool; Secure Communications Portal - Submissions due Oct 1.
- Return on Investment Analysis, Performance Measures – Univ. of Virginia – In Progress



# Thank You

For more information visit  
[www.CBP.gov](http://www.CBP.gov)



**Homeland  
Security**

