Cargo Security Programs
March 2011
Legislation

- Trade Act of 2002 (24 Hour Rule)
- Security and Accountability For Every (SAFE) Port Act of 2006
- 9/11 Commission Act of 2007
Cargo Security Programs

- Advanced Data Information
- Automation and Technology
- Collaboration with Industry Partners
- Collaboration with Foreign Governments
**Advanced Information: Maritime**

**24 Hour Rule**
- Required by Trade Act 2002
- Industry provides CBP with advanced electronic cargo information 24 hours prior to loading of the vessel
- Data is evaluated through the Automated Targeting System (ATS) to identify high risk shipments

**Importer Security Filing ("10+2")**
- Required by SAFE Port Act 2007
- Requires industry to provide additional data elements prior to loading of cargo in a foreign port
- Effective in January 2009
- Delayed compliance period until January 2010
Automation and Technology

- Personal Radiation Detection Devices (PRD)
- Radiation Isotope Identification Devices (RIID)
- Non-Intrusive Imaging (NII)
- Automated Targeting System (ATS)
U.S Domestic Radiation Programs

- 1500 Radiation Portal Monitors currently scan for radiation and nuclear materials:
  - 100% truck cargo and 100% private vehicles from Canada
  - 100% truck cargo and 100% private vehicles from Mexico
  - 99.4% of containerized maritime cargo
  - 100% of all mail/express consignment parcels

- Additionally, CBP has deployed:
  - 293 Large scale Non-Intrusive Inspection Imaging Systems
  - 1719 handheld Radiation Isotope Identifier Devices
  - 19,369 Personal Radiation Devices
Customs-Trade Partnership Against Terrorism (C-TPAT)

- Government to Industry Collaboration
- 10,083 Certified Partners
- 16,652 Validations Completed
- 902 Suspensions
- 834 Removals
- 10 Business types eligible
- 5 Mutual Recognition Arrangements
- 1 Mutual Recognition Project
Container Security Initiative (CSI)

- Government to Government Collaboration
- Announced in January 2002
- CBP works with host nations to identify and inspect high-risk cargo
- Currently in 58 ports, covering over 80% of maritime cargo destined to the U.S.
- Remote targeting projects in Israel, New Zealand and Australia
Secure Freight Initiative (SFI)

- Government to Government Collaboration
- Announced in partnership with the Department of Energy (DOE) in December 2006
- Builds upon CSI and the DOE Megaports program
- Pilots and limited operations conducted from 2007-present
SFI and 100% Scanning

SAFE Port Act of 2006

- Required overseas scanning pilot in three locations
- SFI initiated jointly with DOE in Dec 2006
- Three pilot ports operational by Oct 2007
  - Southampton, UK
  - Puerto Cortes, Honduras
  - Qasim, Pakistan
- Scanning also conducted in
  - Hong Kong
  - Busan, South Korea
  - Salalah, Oman
SFI and 100% Scanning

9/11 Act of 2007

- 100% Scanning by 2012
- Extensions to the deadline in two year increments based on:
  - Availability of Systems
  - Capability of Systems
  - Port Infrastructure
  - Impact to Commerce
Challenges to 100% Scanning

- Diplomatic challenges
- Logistical challenges – re-configuring port layouts
- International opposition – contrary to WCO safe framework of risk based targeting
- Cost
- Data privacy concerns
- Local government and private sector support
- Lengthy negotiations
- Gate traffic vs. transshipped cargo
The Path Forward

Advanced Information

- Work with industry and foreign partners to fully implement the Importer Security Filing rule ("10+2") in a responsible manner that will not hinder the movement of legitimate commerce.

Technology and Automation

- Continue to deploy available technologies both domestically and abroad while remaining open to innovations that could further enhance the security of the global supply chain.
The Path Forward

Partnerships with Industry

- Expand and strengthen programs, such as the Customs Trade Partnership Against Terrorism, to further leverage the expertise and experience of the private sector.

Partnerships with Foreign Nations

- Maintain successful operations in the existing Container Security Initiative locations while exploring additional concepts of operation to operate more efficiently.
Global Supply Chain Security Strategy

- DHS, through inter-agency collaboration and cooperation, is drafting the Global Supply Chain Security Strategy that will reflect the Administration’s goal for securing the global supply chain.

- The strategy will articulate the administration's perspective on how to best achieve a secure, efficient and resilient supply chain and provide high-level guidance to inform U.S. Government program development in the out-years.

- The strategy will outline the Administration's position on high-visibility and challenging issues such as 100 percent scanning.
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