



Transportation  
Security  
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NOTIONAL – FOR DISCUSSION PURPOSES ONLY

# Certified Cargo Screening Program

## Round 2 Outreach



# Agenda

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- Opening Remarks
- 100% Screening Legislation
- Certified Cargo Screening Program (CCSP)
- Phase One Deployment
- CCSP Requirements
- Next Steps
- Q & A



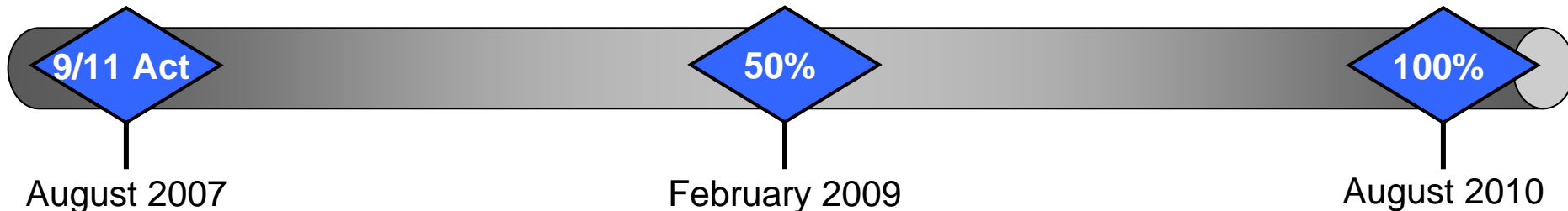
# 100% Screening Requirement

## 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 Requirement

## 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.

**~15 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.**



# Piece Level Cargo



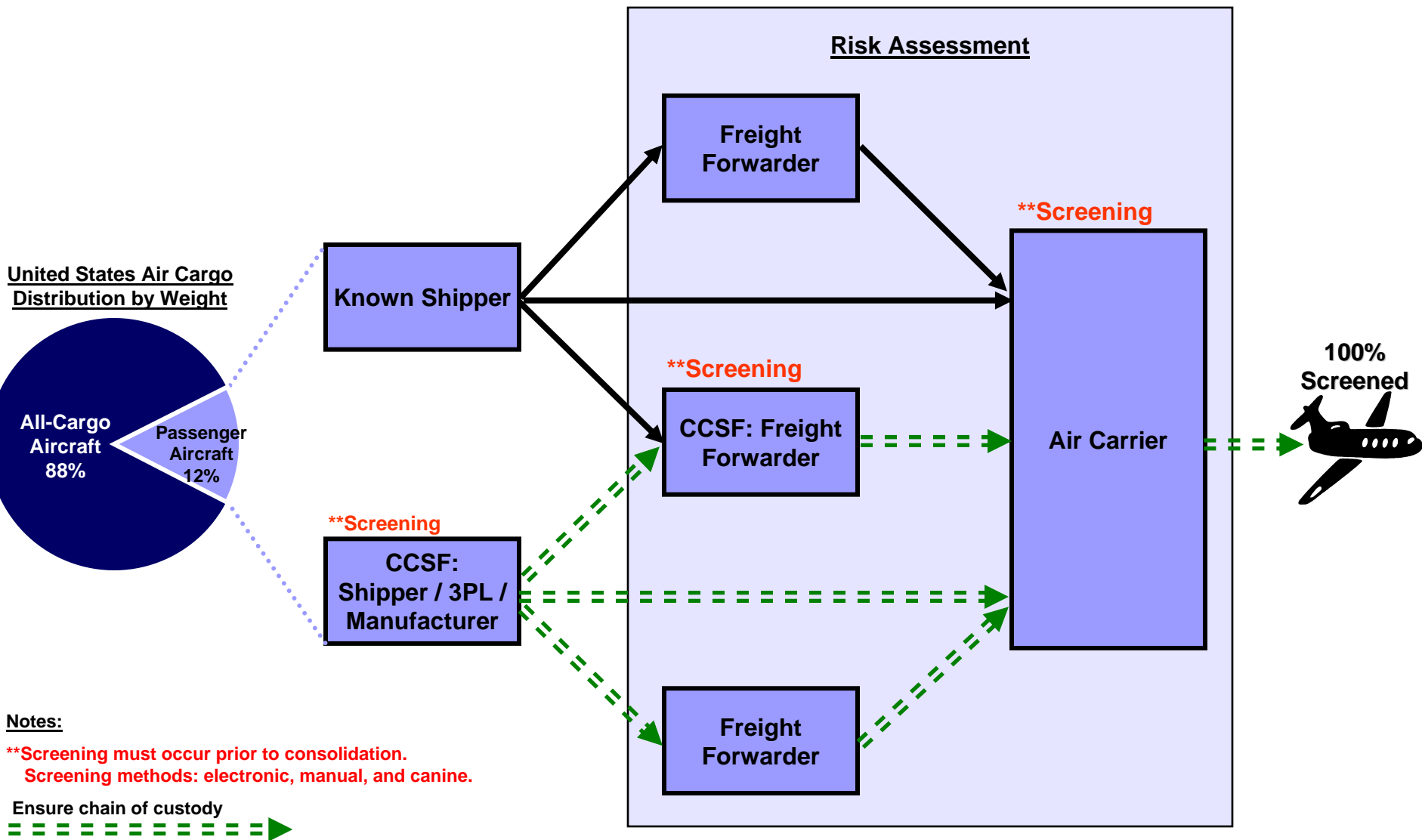
- Piece level cargo is the individual item within a shipment. The number of pieces is determined by the number of pieces identified by the shipper-level documentation.
- By February 3, 2009, all cargo must be broken down and 50% of the individual pieces must be screened prior to being loaded on a passenger aircraft.
- By August 3, 2010, cargo must be screened at 100% at the piece level.





# Future Air Cargo Supply Chain

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





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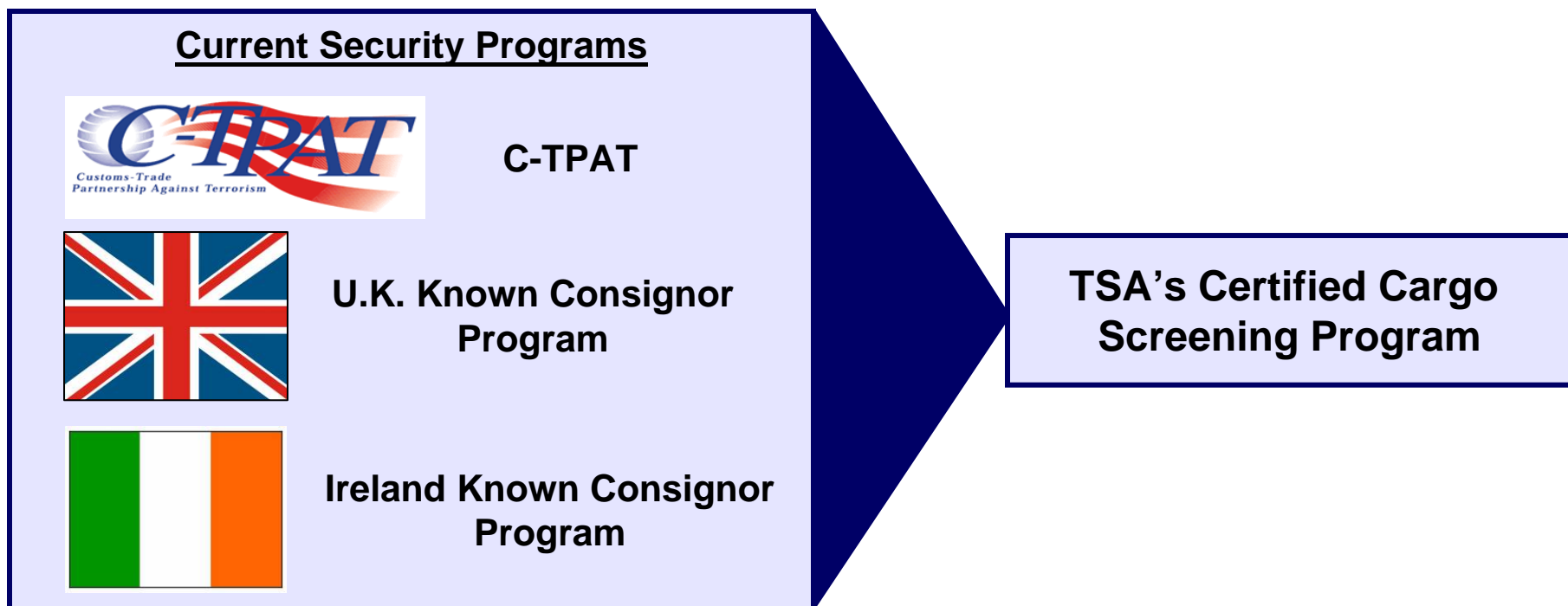
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# Certified Cargo Screening Program



# Certified Cargo Screening Program Background

- The Certified Cargo Screening Program (CCSP) is a key component of TSA's approach to enable industry to achieve 100% screening while still allowing for the flow of commerce.
- TSA developed the philosophy behind CCSP by working closely with U.S. and international agencies and associations to incorporate key aspects of commensurate security programs:





# Certified Cargo Screening Program Overview

**The Certified Cargo Screening Program (CCSP) is a facility based 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.
- Share responsibility for supply chain security.
- Employ chain of custody.
- Permit onsite validations.
- Be subject to TSI-C inspections.



# Who can become a Certified Cargo Screening Facility?

Facilities screening under the CCSP will be known as Certified Cargo Screening Facilities (CCSFs).

- Facilities that may apply to the program include:

Shipping  
Facilities

Freight Forwarding  
Facilities

Third Party  
Logistics Providers

Manufacturing  
Facilities

Warehouses

Distribution Centers



- Each entity must have a facility that can be certified.
- Facilities applying to CCSP are expected to be no more than one node back from a currently regulated entity (freight forwarder/air carrier).
- CCSFs who are not currently regulated will become regulated entities.



# What is a regulated entity?

- A regulated entity is an entity that TSA has imposed mandatory requirements on through an order, regulation, or other means to impose binding and enforceable requirements. Regulations are first published in the Federal Register and codified in the Code of Federal Regulations (CFR).

## Currently Regulated Entities



- Certified Cargo Screening Facilities (CCSFs) will need to be regulated:
  - To count CCSF cargo as screened.
  - To enable compliance to be enforced.

## Newly Regulated Entities: CCSFs





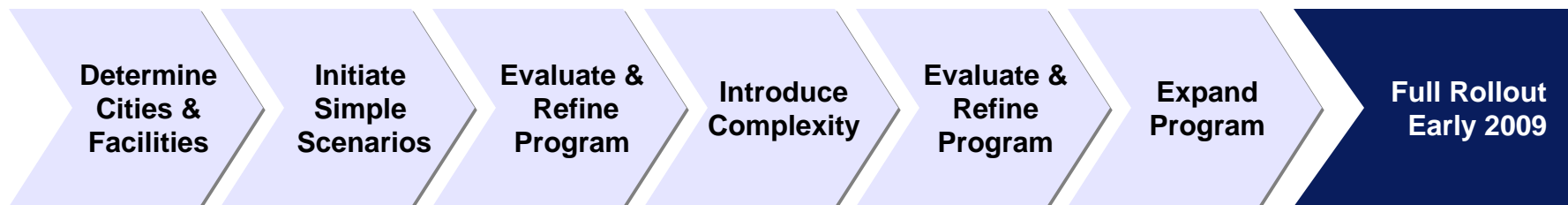
# Phase One Deployment

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# Phased Approach

A phased approach allows program deployment and development to occur in parallel.



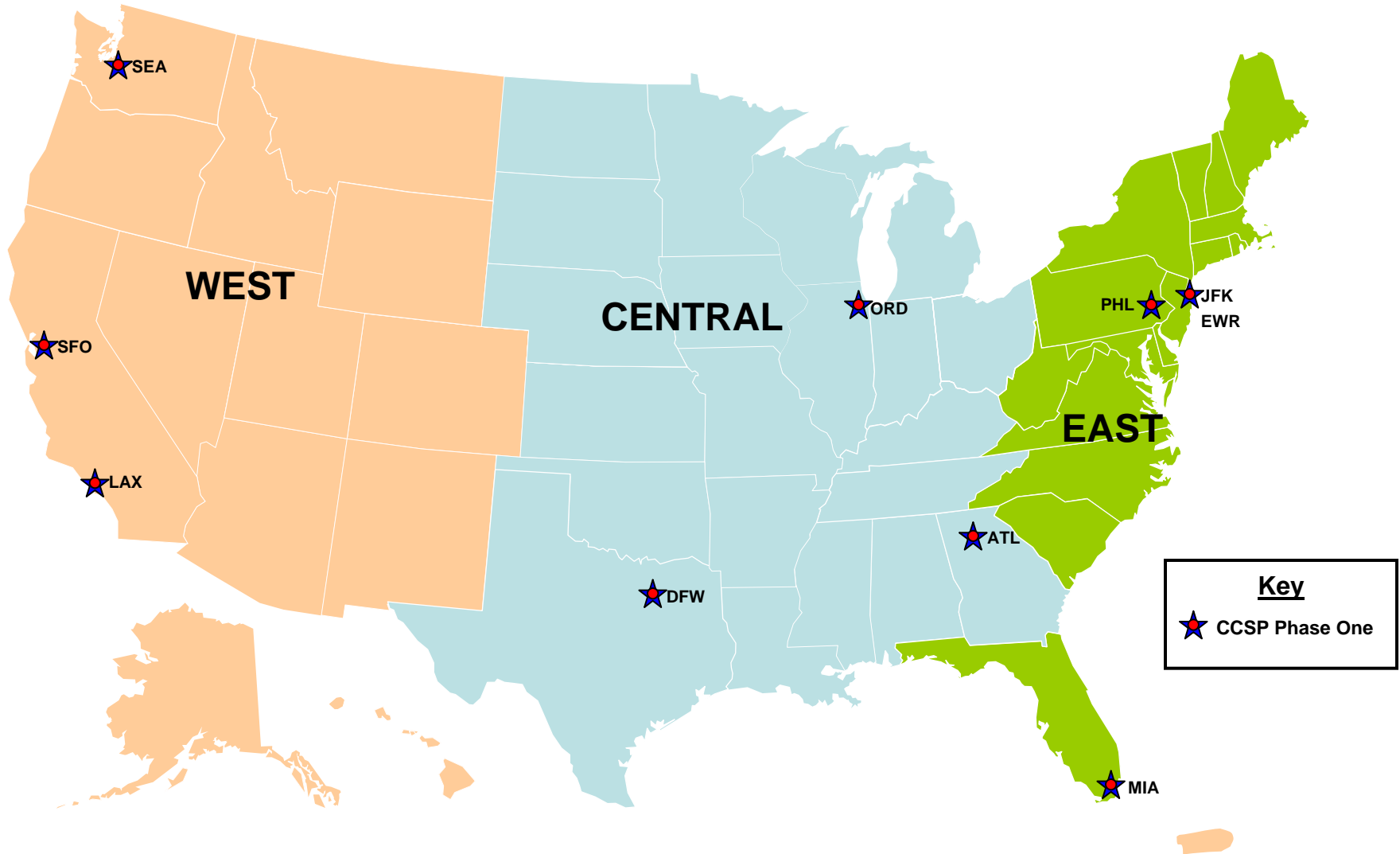
## Phase One Deployment

- 10 to 15 facilities per city.
- Initially target three airports and expand as program develops.
- Introduce cargo complexities.
- Team of 9 “experienced” TSA Field Staff.
- Phase One will be rolled out at a total of nine cities.

- Open to all cargo and business complexities.
- Third Party Auditors are phased in to replace TSA Field Teams.
- All air carriers recognize CCSF screening.



# CCSP Phase One Locations





# Where We Are Today

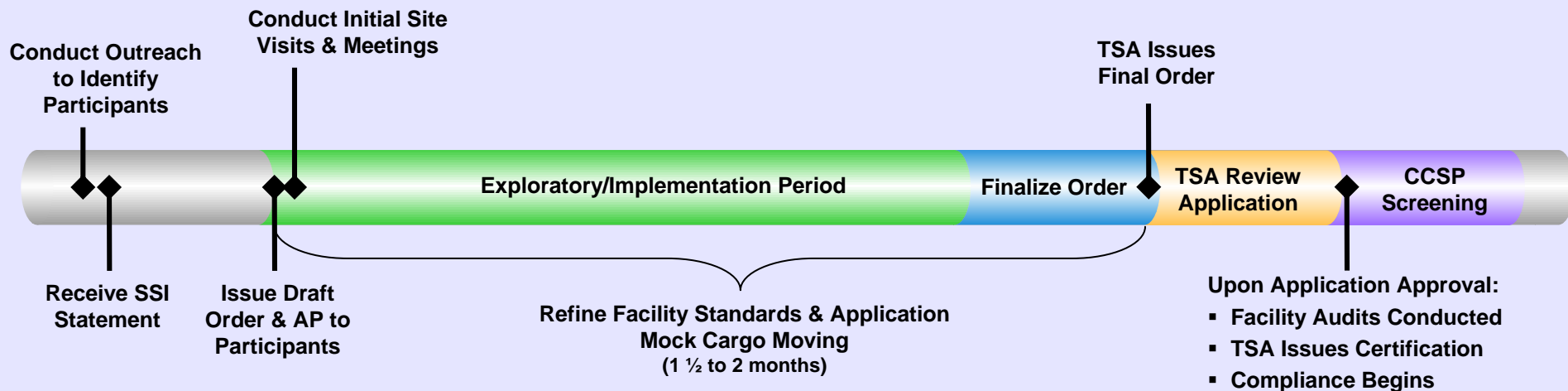


- **Round One:** (San Francisco, Chicago, Philadelphia)
  - Initial outreach began in September 2007.
  - Currently in the exploratory and implementation period.
  
- **Round Two:** (Los Angeles, Dallas, New York/Newark)
  - Initial outreach is beginning in March 2008.
  - Follow-on activities for Round Two cities are expected to be a shorter timeframe.
  
- **Round Three:** (Seattle, Atlanta, Miami)
  - Initial outreach to begin TBD.



# CCSP Phase One Process

TSA is working collaboratively with participants throughout the supply chain to learn best practices and refine overall CCSP standards for full rollout.



- During the Exploratory/Implementation period, participants will demonstrate ability to:
  - Screen cargo
  - Recognize cargo as screened
  - Uphold facility standards
  - Employ chain of custody
  - Mock processes and cargo flow
- Feedback on all aspects of the program should be provided to TSA.



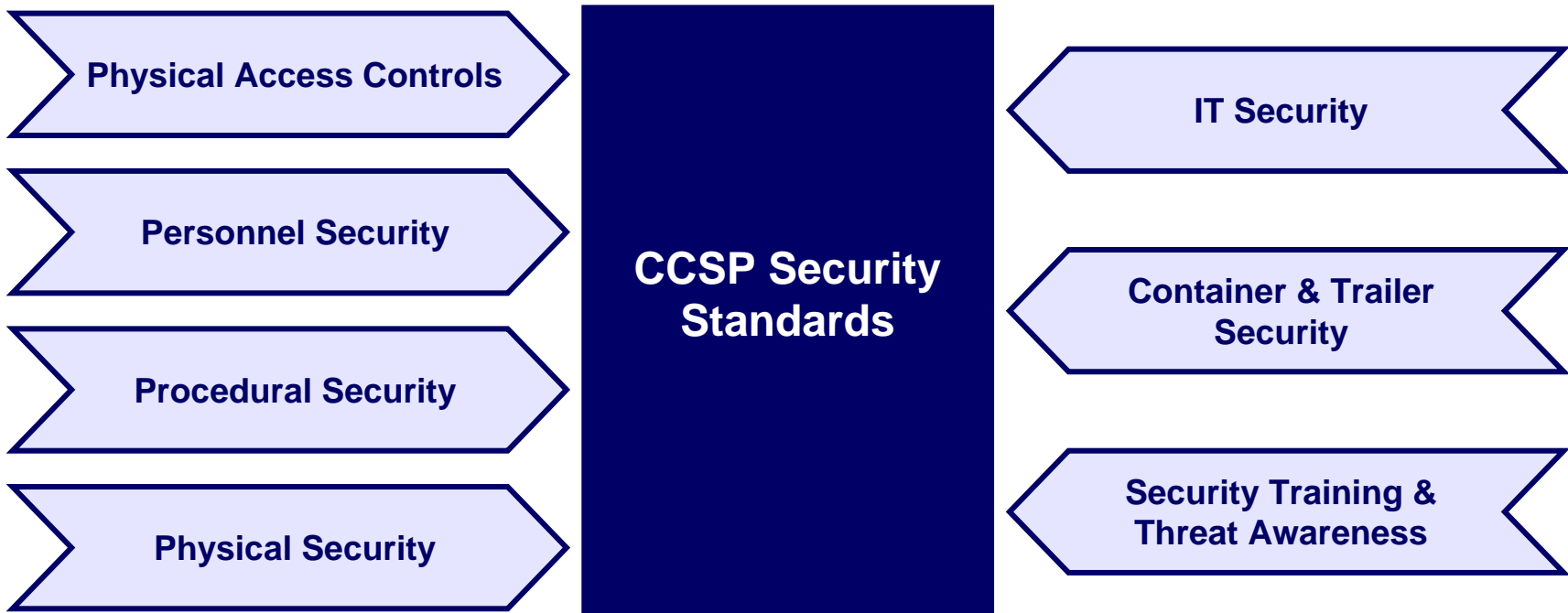
# CCSP Standards

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# CCSP Program Standards

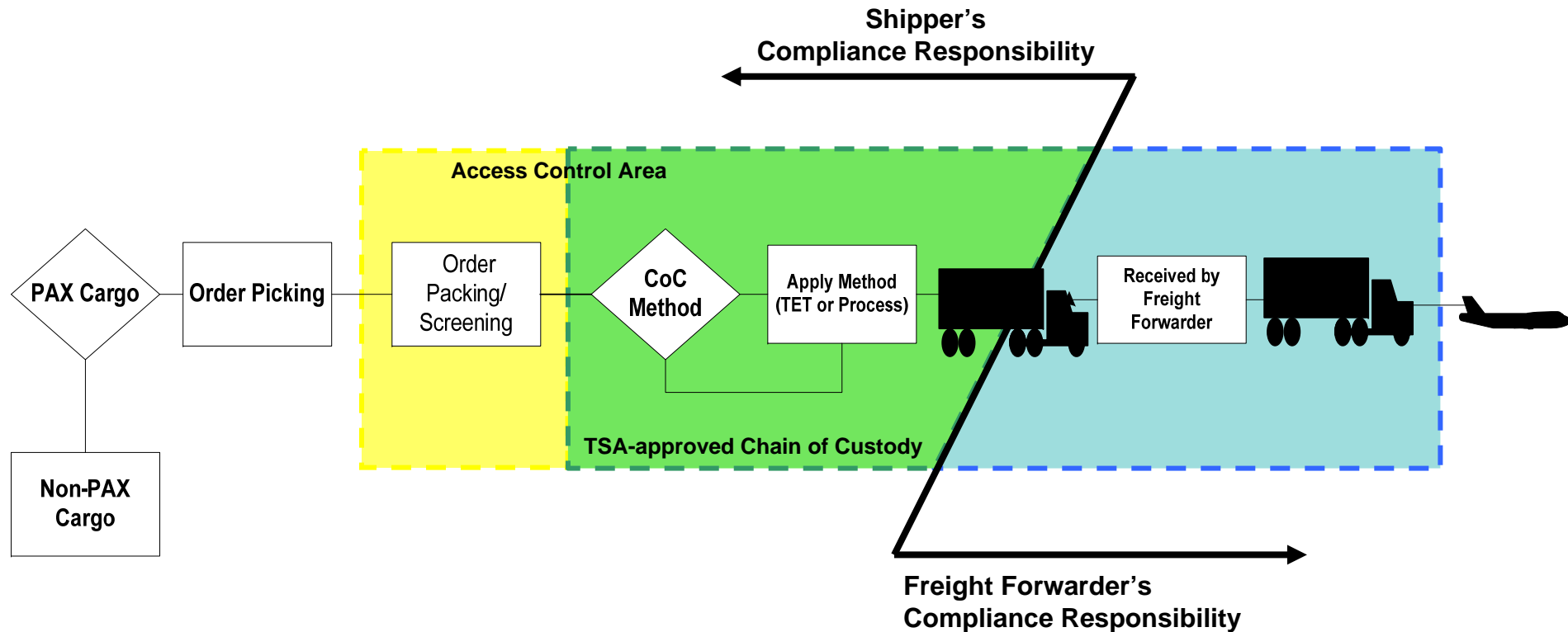
- During Phase One:
  - Non-regulated entities will operate under an Order issued by TSA.
  - Freight forwarders will operate under Alternate Procedures to the IACSSP.
- At full rollout, all CCSFs will operate under the Certified Cargo Screening Program Standard Security Program (CCSP SSP).





# Operational Process Flows

- The diagram below is a **conceptual** example of a general operational process flow at a CCSF.





# Participating in Phase One

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# Your Role in Phase One Deployment

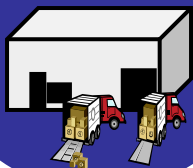
## Shippers

(MFG/WHS/3PL/DC)



- Become a Certified Cargo Screening Facility (CCSF) and agree to become a regulated entity.
- Adhere to the security standards provided in the Order.
- Provide feedback to TSA to improve, revise, and shape future of program.

## Freight Forwarders



- Nominate shippers to participate in Phase One.
- Participate as a supply chain partner and adhere to the IAC SSP Alternate Procedures.
- Become a CCSF and screen cargo.
- Provide feedback to TSA to improve, revise, and shape future of program.

## Air Carriers



- Participate as a supply chain partner and adhere to the AOSSP Alternate Procedures.
- Provide feedback to TSA to improve, revise, and shape future of program.
- Assist in educating freight forwarders and shippers on enormity of issue.



# CCSP Phase One Considerations

## Cost Factor

## Considerations

**Cargo Configuration**

100% screening must occur at the piece level. Consolidated cargo will be broken down at the freight forwarder/air carrier.

**Cost of Cargo Delays**

Significant delay times are expected if 100% screening remains at the air carrier only.

**Screening Fees**

TSA expects that market forces will dictate a range of additional screening fees for services offered by supply chain entities. (UK Known Consignor of 8 pence/kilo).

**Program Application**

There are no costs associated with submitting an application to CCSP.

**Program Validation**

During Phase One, validations will be performed by TSA. Market forces will determine validation costs by a third party auditor at full rollout (current baseline to consider: UK Known Consignor Program ~\$1500).

**Implementing CCSP Standards**

TSA utilized existing security programs to build the required standards for CCSP. C-TPAT certified facilities may only need minor upgrades.



# CCSP Benefits

- The benefits of participating in the Certified Cargo Screening Program may outweigh costs carried by the facility in meeting program guidelines.

## CCSF Benefits

### CCSP:

- Decreased log jams (carrier delays) and expedited supply chain flow.
- Ability to build bulk configurations.
- Ability to continue to ship certain cargo types without potential invasive screening later on in the chain.

### Phase One:

- Provide feedback on the structure and content of the program.
- Facility validations will be conducted by TSA at no cost to the participating facility.

## CCSF Costs

- Implement facility and chain of custody standards\*.
- Facility audits.

\*Facility Standards include physical access controls, personnel, procedural, physical, and information technology security.



# CCSP Phase One Participation

## Steps to join the CCSP during Phase One:

1. Contact [CCSP@dhs.gov](mailto:CCSP@dhs.gov) to schedule individual facility tour and meeting.
2. Submit draft application.
3. Work with TSI-C on a collaborative basis to meet facility standards.
4. Undergo CCSP validation, at no charge.
5. Sign Order.
6. Receive Facility Certification.



## In Summary

- The 50% and 100% milestones are fast approaching, congressionally mandated, and therefore not flexible.
- TSA will enable secure, audited, and certified facilities to screen cargo further upstream in the air cargo supply chain.
- Collaboration is essential through Phase One Deployment for CCSP to be effective.
- CCSP Phase One presents an opportunity to get into the program early.
- Tamper evident technologies and chain of custody are critical elements of CCSP.
- CCSP is a voluntary program and may not be applicable to all facilities.

» **Please complete the forum feedback survey at:**

**[http://www.surveymonkey.com/s.aspx?sm=CMJplsLcY1niEptqYtbIYA\\_3d\\_3d](http://www.surveymonkey.com/s.aspx?sm=CMJplsLcY1niEptqYtbIYA_3d_3d)**



## Q & A

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Additional questions may be emailed to [CCSP@dhs.gov](mailto:CCSP@dhs.gov).