



***Transportation Security
Administration***



Air Cargo Briefing for PECC International Roundtable September 5-6, 2003



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Introduction

- TSA initial mandates with regard to aviation were primarily focused on securing passengers and baggage.
- The need for strengthened air cargo initiatives was identified and addressed with emergency measures post –9/11, but we realize more must be done. Cargo is a KEY initiative over next 12 months.
- OIG and GAO reports as well as and Congressional interest support strengthened air cargo security measures.
- TSA is developing a comprehensive threat-based, risk-managed plan to address air cargo security.



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ATSA Authorities

Under Aviation Transportation Security Act (ATSA), TSA is required to:

- Provide for the screening by federal employees of all “property, including United States mail, cargo, carry-on and checked baggage and other articles, that will be carried aboard a passenger aircraft” by November 19, 2002.
- Establish a system to screen, inspect, or otherwise ensure the security of all cargo that is to be transported in all-cargo aircraft...as soon as practicable.”



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Pending Air Cargo Legislation

- S. 165 introduced by Sen. Hutchinson
- HR 1103 Rep. Adam Schiff
- HR 2455 Rep. Markey
- HR 2555 Amendment Rep. Markey



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TSA Cargo Security Approach

- Primary threats:
 - explosives transported as cargo on passenger aircraft
 - unauthorized persons with access to all-cargo aircraft
 - explosives transported on all-cargo carriers
 - TSA is not focused on contraband or theft
- **TSA challenge: to secure air cargo without significantly impeding the air cargo supply chain**



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TSA Regulated Air Cargo Industry

- Passenger Carriers (“combi” carriers)
 - Subject to the AOSSP
- Indirect Air Carriers (freight forwarders)
 - Subject to the IACSSP
- All-Cargo Carriers (FedEx, UPS)
 - Subject to the DSIP and the “12-5” Rule
- Foreign “combi” Carriers
 - Subject to the MSP



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TSA Cargo Security Program (Con't)

TSA known shipper program is our primary means of compliance with ATSA mandates. How does TSA ensure compliance?

- Verification of known shipper legitimacy via the known shipper database
- Random inspections of passenger carriers, all cargo carriers and IAC's
- Re-certification of IAC's every year
- Corporate annual assessment of the All Cargo Carriers by Principal Security Inspectors, (PSI) to insure corporate mandated security procedures are meeting TSA requirements



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TSA Cargo Security Program (Con't)

Immediately following 9/11, TSA:

- Added requirements to the Known Shipper program
- Banned unknown cargo from transport on passenger carriers
- Banned certain classes of U.S. mail from transport on passenger carriers
- Increase civil penalty amounts for cargo security violations from \$11,000 to \$25,000 for passenger carriers and from \$1000 to \$10,000 for IAC's



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TSA Cargo Security Program (Con't)

Additional Security Measures taken:

- TSA implemented to “12-5 rule” applicable to all aircraft over 12,500 lbs and not covered under a security program. It requires:
 - Fingerprint-based CHRC for all flight crew
 - Restricted access to the flight deck



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TSA Cargo Security Program (Con't)

Additional Efforts:

- Roll-out of large scale test of known shipper database
- Implementation of an automated IAC certification and re-certification process (FY '04)
- Implementation of cargo “pre-screening” component as overlay to known shipper (FY'04 – '05)
- Launched a pilot program to screen U.S. mail using TSA-certified canine detection teams
- Cargo research and development initiatives including use of EDS to screen small cargo; Threat Image Projection; cargo contamination trace detection



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Air Cargo Inspections

- 639 Inspectors - “Generalist”
 - 52 experienced cargo inspectors
 - 266 attended cargo training in FY03
 - 350 will attend cargo training in FY04
- Approximately 750 Air Carrier/IAC Inspections in first half of FY03
- Target: 1500 Inspections for FY03
- Inspectors conduct regulatory compliance audits to ensure strict adherence to established regulations



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IAC Certification

- 49 CFR 1548 –

Each Indirect Air Carrier engaged indirectly in the air transportation of property on passenger aircraft must have a security program that:

- Provides for the safety of passenger and property against criminal acts of violence and air piracy.
- Is in writing and signed by the IAC
- Approved by TSA



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IAC Certification (con't)

- Initial Certification Requirements
 - Written Request articulating type of business
 - Articles of Incorporation or other Business License issued by a government entity.
 - Personal ID for person making the request. Should be a principal of the company or business
- Annual Re-certification
 - IAC must request – not automatic
 - Must provide signed statement - falsification



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International Air Cargo Security Program

I. Reviewing National Cargo Security Programs:

- Belgium France Germany
- Greece Ireland Italy
- Netherlands Portugal Spain
- United Kingdom

II. Identifying opportunities for coordination & cooperation in security of international cargo shipments

III. Assessing cargo security compliance with ICAO Annex 17 where U.S. carriers fly direct to the U.S.

IV. Seeking to resolve conflicts, gaps, operational differences in cargo security measures and protocols.



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TSA Air Cargo Strategic Plan

- TSA developing a threat-based and risk-managed plan for air cargo
 - Strengthened cargo security programs-- underway
 - Mandating comprehensive programs for all-cargo carriers
 - Strengthened enforcement and compliance for IAC's
 - Addressing foreign cargo carrier security requirements
 - Pilot program to test EDS for cargo screening of known shipments
 - Increase in number of TSA inspectors
 - Program opportunities with CBP
 - R&D efforts



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TSA Air Cargo Strategic Plan (Cont'd)

- TSA has already launched a comprehensive industry outreach effort.
 - Recommendations due to TSA in September
- Achieving organizational alignment through Air Cargo Working Group that combines all agency resources to ensure that budget, policy, operations, technology are coordinated.
- Beginning coordination with BTS, specifically, Customs and Border Protection to achieve alignment within BTS.
 - National Targeting Center
 - Known Shipper/C-TPAT
 - Research and Development



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Air Cargo Funding Plan

- FY03 - \$5M
 - Automated IAC Certification System – Partial
 - Automated Known Shipper Database
- FY04 - \$30M
 - \$10M R&D
 - \$10M Air Cargo Targeting System
 - \$5M Automated IAC Certification
 - \$5M System Maintenance