

Overview

- The Implementing Recommendations of the 9/11 Commission Act of 2007 mandates 100% screening of cargo, originating in the U.S., and transported on passenger aircraft at the piece level, by August 2010. Industry is required to attain 50% screening no later than February 2009.
- These changes are expected to cause significant air cargo handling delays at airlines where all screening is currently performed.
- Current exemptions and alternate means of screening for shrink-wrapped, strapped, and banded shipper pallets must be eliminated.
- In response, TSA has developed the Certified Cargo Screening Program (CCSP) to provide a mechanism by which industry may achieve 100% screening without impeding the flow of commerce.
- The CCSP enables Certified Cargo Screening Facilities (CCSFs) to screen cargo prior to acceptance at the freight forwarder or air carrier.

Who Can Become a CCSF?

- Shipping facilities, manufacturing facilities, 3PLs, warehouses, distribution centers, contract manufacturers, independent cargo screening facilities may apply to become a CCSF if their facility directly tenders cargo to a freight forwarder or air carrier.
- Freight forwarders are also eligible to apply.
- TSA is in currently deploying Phase One of the CCSP focusing on:
 - Shippers in 9 cities.
 - Freight Forwarders (Indirect Air Carriers) in 18 cities
- CCSP will expand to all U.S. cities upon establishment of the TSA-Approved Validation Firm Program.

CCSF Benefits

- 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.
- Ability to maintain in-house packaging integrity.

CCSF Requirements

- **Facility Security**
Procedures and mechanisms must be in place to prevent unauthorized entry to facilities where screened cargo is screened, prepared, and stored. Cargo handling and storage facilities as well as designated screening areas must have barriers and deterrents that guard against unauthorized access.
- **Personnel Security**
Processes must be in place to screen prospective employees and contractors to TSA standards, and to periodically check current employees with unescorted access to passenger air cargo during and after screening.

Security Threat Assessments (STAs) must be obtained by all employees with specific duties as outlined CCSP requirements.
- **Employee Training**
Facilities will be required to train all persons who will screen, handle screened cargo, or have unescorted access to the designated screening area.
- **Cargo Screening**
Certified facilities may screen cargo through the use of a variety of technologies and/or physical search methods.

Chain of Custody Standards

- Supply chain participants are required to maintain chain of custody standards for screened cargo. The standards are separated into three categories, including:
 - **Documentation** - Information must be documented and must travel with the shipment.
 - **Methods** – Methods must be employed to ensure that the integrity of the cargo is secure and maintained throughout the supply chain. Methods are as follows:

Technology		Procedures
Tamper-evident tapes and locks	OR	Escorts (constant in-person escort)
Tamper-evident numbered seals		Other TSA-approved procedures

- **Authentication**- Documentation and methods must be authenticated upon receipt at each regulated party and processing point in the chain of custody.

Additional Information

- To apply or for additional information or questions, please email CCSP@dhs.gov or visit tsa.gov