



## Overview

Effective August 1<sup>st</sup>, 2010, 100 percent of cargo flown on passenger aircraft originating in the United States must be screened, per an act passed by Congress and signed into law by former President Bush following the 9/11 Commission Act of 2007 (the “9/11 Act”). Already in effect is a 50% requirement that industry implemented in February 2009.

- If a shipment has not been screened before reaching the air carrier, the air carrier must screen it, creating a potential for logjams due to capacity constraints.
- Bulk shipments will need to be screened at the piece level if the shipment has not been screened previously.
- There are no exceptions for any commodities; all must be screened, including perishables, electronics, human remains, etc.

In response, TSA created the Certified Cargo Screening Program (CCSP) to provide a mechanism by which industry may achieve 100% screening without impeding the flow of commerce.

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, Third Party Logistics providers (3PLs), Warehouses, Distribution Centers, Contract Manufacturers, Independent Cargo Screening Facilities (ICSF), and Freight Forwarders may apply to become a CCSF if their facility directly tenders cargo to a freight forwarder or an air carrier.

## 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 or manipulation later in the supply 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 cargo is screened, prepared, and stored. Cargo handling and storage facilities as well as Designated Screening Areas (DSA) 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 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 the CCSP regulatory documents.

### Employee Training

Facilities will be required to train all persons who will screen cargo, 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.
- **Authentication**- Documentation and methods must be authenticated upon receipt at each regulated party and processing point in the chain of custody.

## Additional Information

Visit [www.tsa.gov/ccsp](http://www.tsa.gov/ccsp) or email [CCSP@dhs.gov](mailto:CCSP@dhs.gov) to apply.