



Homeland Security

Responding to and Mitigating Risk through Public/Private Partnerships and Information-Sharing

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Overview of Topics

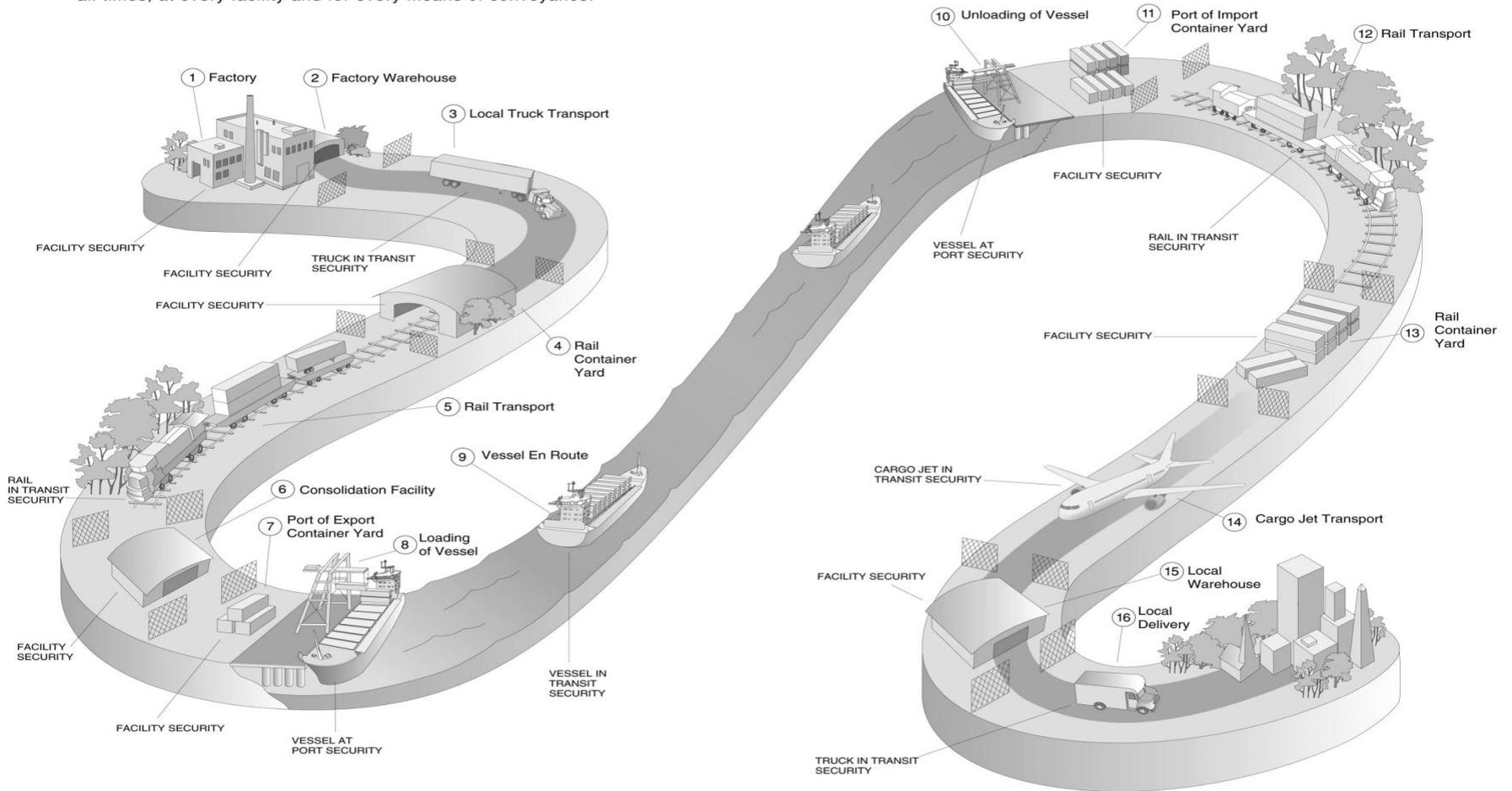
- U.S. Customs and Border Protection's Role in facilitating trade and travel to and from the United States and around the world.
 - Using a layered security approach to segment risk.
- Role of CBP's National Targeting Center
 - Partnering with industry, other government agencies, and foreign governments.
- Responding to and preventing risk in trade and passenger flow.
 - Recent Threats
 - Balancing Resources
 - White House *National Strategy for Global Supply Chain Security*



Characterizing Risk in the Global Supply Chain Requires a Focus on Transportation System Elements

SECURITY AND THE SUPPLY CHAIN

Securing the supply chain means providing appropriate security at all times, at every facility and for every means of conveyance.



Layered Security Approach

CBP Facilitates the flows of people and cargo by segmenting risk and managing resources while managing:

- **329 Ports of Entry**
- **139 Border Patrol Stations**

On a daily basis CBP sees:

- **965,167 Passengers**
- **257,989 Vehicles**
- **47,293 Truck, Rail and Sea Containers**

CBP works to find the “needle in the haystack”, focusing on the unknown.

Layered Security Approach

CBP uses a layered approach to secure our nation's borders, including:

- Advanced information on cargo, shippers, and passengers
- Advanced targeting techniques
- Partnerships with other government agencies and foreign governments
- Expansion of enforcement techniques.
- Non-Intrusive Inspection at Ports

Receiving Advanced Information

- In January, 2010 the Importer Security Filing and Additional Carrier Requirements Rule (Security Filing “10+2”) went into full effect requiring importers to supply advanced data elements to CBP.
 - Importer, Consignee Identifications
 - Manufacturer, Supplier, Consolidator Background Information
 - Country of Origin (Manufacturer, Stuffing)
 - Commodity Description
 - + Port of Unlading, Place of Delivery
- The CBP National Targeting Center-Cargo processes these data elements in order to identify and screen high-risk cargo using the Automated Targeting System (ATS).
- The NTC-Passenger also receives and analyzes advanced information filed by airlines in the passenger environment through the Advanced Passenger Information System (APIS).

Putting Advanced Information to Work

- **Cargo and Passengers identified through Advanced Targeting as “High-Risk” are referred for additional security checks.**
- **Non Intrusive Inspection (NII)/Radiation Detection Technology**
 - NII imaging systems and radiation detection serves as a force multiplier that allows officers to detect possible anomalies between the contents of a container and the manifest.
 - Radiation Portal Monitors (RPM) scan virtually 100% of cargo arriving by land and sea, while 100% of all high-risk cargo is screened using advanced targeting information.
- **Extending the Borders**
- **Container Security Initiative (CSI)**
 - CBP partners with foreign governments through CSI to prevent and deter terrorist threats before they reach American ports. By stationing multidisciplinary teams of officers to work with host country counterparts, CSI enables CBP to identify and inspect high-risk U.S.-bound cargo containers at foreign ports prior to departure.
 - CSI exists at 58 Foreign Ports, which cover nearly 90% of cargo shipped to U.S.
- **Immigration Advisory Program (IAP)**
 - IAP enhances the safety of air travel by preventing terrorists from boarding commercial aircraft destined for the United States.
 - IAP officers posted in foreign airports use current targeting and passenger analysis information and/or an assessment of the passenger’s documentation to focus on high-risk persons. IAP officers make “no board” recommendations to carriers and host governments regarding these passengers bound for the United States.

Trusted Trader Programs

- **Customs-Trade Partnership Against Terrorism (C-TPAT)**
 - CBP works with the trade community through the Customs Trade Partnership Against Terrorism (C-TPAT), a voluntary public–private partnership program wherein some members of the trade community adopt tighter security measures throughout their international supply chain and in return are afforded expedited processing.
 - Membership has grown to approximately 10,000 companies.
- **Importer Self-Assessment**
 - A voluntary trade compliance program that provides the opportunity for importers who have made a commitment of resources to assume responsibility for monitoring their own compliance in exchange for benefits.
- **Free and Secure Trade Program (FAST)**
 - FAST allows U.S./Canada and U.S./Mexico partnering importers expedited release for qualifying commercial shipments

Trusted Traveler Programs

- 'Global Entry'
 - A CBP program that allows expedited clearance for pre-approved, low-risk international travelers to the United States. (www.globalentry.gov)
- TSA Pre-Check
 - Expedited processing for domestic travelers
- NEXUS (Canada)
 - The NEXUS program allows pre-screened travelers expedited processing by United States and Canadian officials at dedicated processing lanes at designated northern border ports of entry.
- DHS has expanded the universe of known trusted travelers by implementing bilateral arrangements with other countries similar to this trusted traveler framework.



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Risk Response

Responding to Recent Threats through information-sharing

- “Underwear Bomber” (12/25/09)
 - Nigerian national, Umar Farouk Abdulmutallab, was caught trying to light a makeshift bomb smuggled on board on a Northwest Airlines flight bound for Detroit.
- “Times Square Bomber” (May, 2010)
 - Pakistani-American, Faisal Shahzad attempted to blow up a vehicle in Times Square on May 1, 2010. Approximately 53 hours later he was taken into custody by CBP Officers at JFK Airport.
- Yemen Ink Cartridge Bomb Plot (October, 2010)
 - On October 28th, 2010, while a cargo plane bound from Yemen to Chicago is stopped in London, U.K. officials detect a parcel of an ink cartridge containing explosive materials.
- Effective responses to these incidences all required not only advanced information sharing between government intelligence and enforcement agencies, but also between government and the private sector.

Air Cargo Advanced Screening (ACAS)

- In response to the Yemen ink cartridge bomb plot in October, 2010, a CBP/TSA pilot program was launched in November, 2010.
 - On a voluntary basis it enables express carriers, passenger air carriers, freight forwarders to submit advanced information on air cargo in exchange for processing benefits.
- ACAS will be implemented in phases:
 - Fall 2010, the pilot was rolled out in partnership with express consignment carriers; (UPS, FedEx, DHL, TNT).
 - Working with companies who own their complete supply chains simplifies the process of transmitting data elements.
 - In Late 2011, the pilot was expanded to Passenger Air Carriers and Freight forwarders
 - Future expansion will include heavy all-cargo carriers.
 - ACAS data elements will eventually become mandatory.
- ACAS provides a good example of how a cooperative public-private partnership can be implemented to mitigate risk in the supply chain, while minimizing cost to trade.

Balancing Security and Facilitation in response to both major and “minor” disruptions

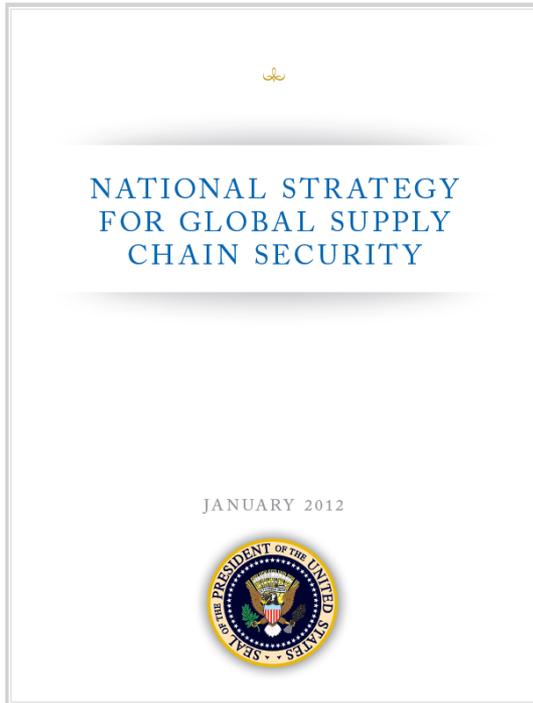
- While DHS/CBP, are responsible for responding to and mitigating major disruptions:
 - Nuclear/Radiological Material
 - Explosives
 - Vessel as a weapon
- We must staying mindful of the day-to-day persistent threats that concern industry
 - Intellectual Property Rights Violations, Fraud,
 - Cargo Theft, Illicit Smuggling, product tampering
- This balance raises important questions about the roles of both government and industry in response to and preparation for managing risk:
 - How is available data used to evaluate and manage the catastrophic vs. the day-to-day disruptions?
 - What are the costs associated with a government response to a disruption and how can those costs be minimized?
 - How should Privacy and Security concerns be weighed in managing risk?



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Informing Decision-Makers

Overview of White House National Strategy for Global Supply Chain Security and Implementation Guidance



§ National Strategy for Global Supply Chain Security:

§ The White House released the *National Strategy for Global Supply Chain Security (Strategy)* on January 25, 2012.

§ Strategic Goals:

§ Promote the Secure and Efficient Movement of Goods

§ Resolve threats early

§ Improve verification and detection

§ Enhance security of infrastructure and conveyances

§ Maximize the flow of legitimate trade

§ Foster a Resilient Supply Chain

§ Mitigate systemic vulnerability

§ Promote trade resumption policy and practices

§ Strategic Approach:

§ Galvanize Action

§ Integrate our Federal efforts

§ Foster an all-of-nation approach

§ Think Globally

§ Manage Supply Chain Risk

§ Understand and address vulnerabilities

§ Utilize layers of defense

§ Adapt our security posture

National Strategy Initiatives to Support Response

- Information Sharing
- Public/Private Partnership Programs
- Expedited Trade Lanes
- Global Supply Chain Risk “Characterization”
- **Harmonizing Global Standards and Best Practices**
 - Promoting efficiency, improving response in crisis.
 - International cooperation across:
 - Authorized Economic Operator (AEO), European Commission
 - World Customs Organization (WCO)
 - International Civil Aviation Organization (ICAO)
 - Universal Postal Union (UPU)
 - International Maritime Organization (IMO)
 - International Organization for Standardization (ISO)
 - International Atomic Energy Agency (IAEA)
- Improving automation capabilities between U.S. government agencies and with foreign government partners.
- Continued Industry and Foreign Government Outreach



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Questions ?