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Background

- The PACT Pilot is one of a series of pilots related to the *Integrated Cargo Security Strategy (ICSS)*, as part of the *Beyond the Border Action Plan for Perimeter Security and Economic Competitiveness*.
- The pilot is an 18-month joint initiative between Canada Border Services Agency (CBSA) and Transport Canada (TC), and includes a 6-month assessment period.
- The purpose of the PACT Pilot is to collect and analyze pre-load air cargo data from voluntary air carriers and freight forwarders at the earliest point possible, in order to mitigate high risk cargo before loading onto an aircraft.
- Canada is supportive of the global approach to pre-load risk mitigation.

Mandates

TC

To serve the public interest through the promotion of a safe and **secure**, efficient and environmentally responsible transportation system in Canada.

CBSA

The Canada Border Services Agency (CBSA) ensures the **security** and prosperity of Canada by managing the access of people and goods to and from Canada.

PACT Pilot Objectives

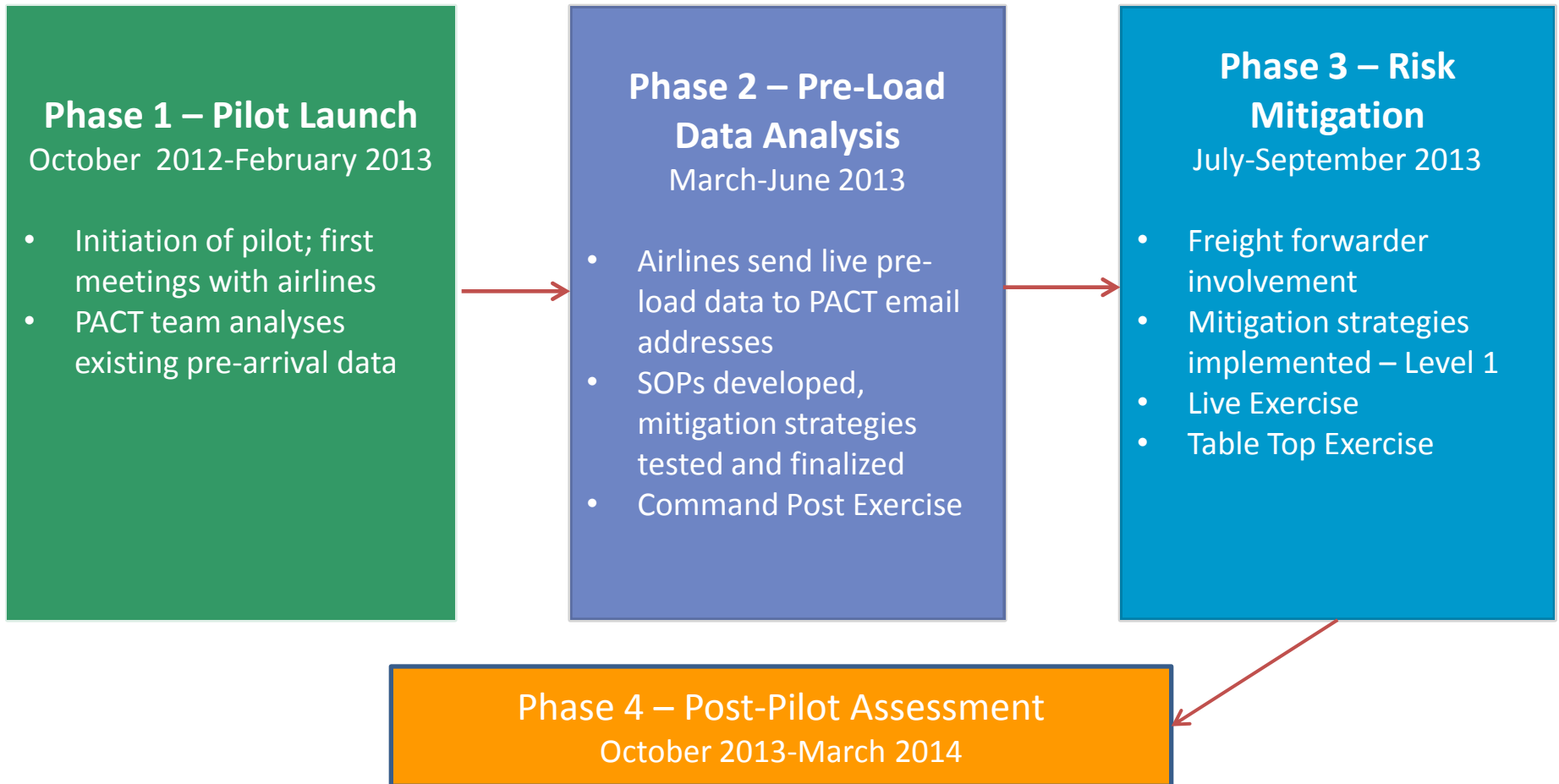
The objectives of the PACT Pilot are:

- To have a bi-national coordinated approach to screening cargo;
- To enhance the capacity to identify high risk cargo;
- To mitigate risks at the earliest point; and
- To enhance supply chain security.





Pilot Timeline



Current Status

- There are seven air carriers and two freight forwarders that are participating in the pilot, all of which have signed the Terms of Reference.
- Six air carriers are currently submitting pre-load data via email to CBSA and TC.
- Four air carriers and both participating freight forwarders are receiving live Requests for Information (RFI) at this time. One other carrier is receiving test RFI's; discussions are ongoing with the remaining pilot participants.
- The required data elements have not yet been defined for this pilot; internal and external discussions are ongoing.

Pilot Exercises

Throughout the duration of the Pilot, numerous exercises have been conducted, both internally and externally.

Command Post Exercise (CPX) – May 2013

- Internal exercise (CBSA and Transport Canada)
- The aim of the exercise was to test internal Standard Operating Procedures, as well as the ability of targeters to analyse and identify shipments for National and Aviation Security risks.
- The exercise involved scenarios that simulated air cargo data currently being transmitted to CBSA and TC.
- Both departments considered the CPX to be a success in understanding internal processes.

Pilot Exercises

Live Exercise (LIVEX) with Air Canada – September 2013

- The aim of the exercise was to test the Request for Screening (RFS) process, in particular communication between CBSA, TC and the air carrier.
- This exercise was an opportunity to determine response times when requests are sent to the air carrier and test screening capabilities at various stations. The test provided realistic results, as participants from Air Canada were not aware that it was an exercise.
- CBSA and TC will continue to use live exercises, moving forward in the PACT Pilot, as an opportunity to test communications with individual air carriers.

Pilot Exercises

Table Top Exercise (TTX) – September 2013

- Two-day exercise involving internal and industry pilot participants.
- The purpose of the exercise was to test and evaluate multiple aspects of the PACT Pilot mitigation strategies. It also provided an opportunity to openly discuss government and industry practices. Scenarios similar to those used during the CPX were utilized.



Next Steps

- Conduct a six month pilot assessment, beginning October 1, 2013.
- Continue to consult with key industry stakeholders as well as other Canadian and international government departments and organisations. Some of the areas that still need to be defined in these consultations include the required pre-load data elements, and reporting timeframes for data submission.

