

Advance Information and Air Cargo Security

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U.S. Customs and
Border Protection

Advance Information

Trade Act of 2002: Authority to require the submission of advance electronic cargo information for all modes of transportation

- Air Regulations: Manifest submission requirements 4 hours prior to arrival
- Purpose: Identify national security threats prior to arrival in the United States
- Benefit: Early identification of high-risk cargo increased facilitation of low-risk cargo

October 2010 Incident:

- Lesson: Pre-arrival is too late to prevent aviation security threats.
- Response: The Air Cargo Advance Screening (ACAS) pilot



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ACAS Pilot

- Target and mitigate high-risk air cargo prior to loading of cargo no later than the last foreign port of departure
- Partners:
 - The Transportation Security Administration
 - All air cargo stakeholders—express, airlines, freight forwarders, and heavy all-cargo carriers
- Lessons:
 - Pre-loading shipment information is available early in the supply chain
 - Shipment risk can be identified with subset of currently required data
 - Industry partnership is key in balancing security and facilitation



Key Principles

- Data Elements and Submission
- Security Risk Analysis
- Cooperation between Customs and Civil Aviation
 - National level
 - Multilateral level
 - International level





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