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Hearing before the House Homeland Security Subcommittee on Emerging Threats, Cybersecurity and Science and Technology

INTRODUCTION

Good morning Mr. Chairman and distinguished Members of the Subcommittee. Thank you for this opportunity to discuss with you today U.S. Customs and Border Protection's (CBP) efforts to both strengthen the security of cargo entering our borders and facilitate the flow of legitimate trade and travel.

Let me begin by expressing my gratitude to the Committee for the strong support you provided for important initiatives implemented by CBP last year. Your support has enabled CBP to make significant progress in securing our borders and protecting our nation against the terrorist threat. CBP looks forward to working with you to build on these successes.

CBP has made great strides toward securing America's borders, facilitating legitimate trade and travel, and ensuring the vitality of our economy. As America's frontline border agency, our priority mission is to protect the American public against terrorists and the instruments of terror while at the same time enforcing the laws of the United States and fostering the Nation's economic security through lawful travel and trade. Today, trained CBP Officers, technology, automation, electronic information, and partnerships with the trade and foreign governments are concepts that underpin CBP's cargo security and anti-terrorism initiatives. These concepts extend our zone of security outward and reinforce the components of our layered defense strategy.

As we work toward securing our ports and borders, we must also continue to perform our traditional missions, which include stemming the flow of illegal drugs and other contraband, protecting our agricultural and economic interests from harmful pests and diseases, protecting American businesses from theft of their intellectual property, regulating and facilitating international trade, collecting import duties, and enforcing United States trade laws. In FY 2006, CBP processed more than 422.8 million pedestrians and passengers, 131 million conveyances, 28.8 million trade entries, scanned and physically examined 5.6 million sea, rail, and truck containers, intercepted 1.1 million illegal aliens between our ports of entry intercepted more than 2.7 million prohibited plant and animal products, and seized more than 2.2 million pounds of narcotics.

CBP OVERVIEW

I am pleased to appear before the Subcommittee today to highlight key accomplishments related to container security in particular with regard to new and emerging technology. CBP has made tremendous progress in ensuring that supply chains bringing goods into the United States from around the world are more secure against potential exploitation by terrorist groups as a means to deliver weapons of mass effect. The use of cutting edge technology has greatly increased the ability of front line CBP Officers to successfully detect and interdict illicit importations of nuclear and radiological materials. CBP uses a multi-layered approach to ensure the integrity of the supply chain from the point of stuffing through arrival at a U.S. port of entry. This multi-layered approach includes:

- Advanced Information under the 24-Hour Rule and Trade Act of 2002
- Screening the information through the Automated Targeting System
- The Customs Trade Partnership Against Terrorism (C-TPAT)
- The Container Security Initiative (CSI)
- Use of Non-Intrusive Inspection Technology and Mandatory Exams for All High Risk Shipments

I will discuss each one of these layers in greater detail with particular focus on our radiation & nuclear detection capabilities.

Advance Information

CBP requires advanced electronic cargo information as mandated in the Trade Act of 2002 (including the 24-hour rule for maritime cargo). Advanced cargo information on all inbound shipments for all modes of transportation is effectively evaluated using the Automated Targeting System (ATS) before arrival in the United States.

ATS provides decision support functionality for CBP officers working in Advanced Targeting Units (ATUs) at our ports of entry and CSI foreign ports. The system provides uniform review of cargo shipments for identification of the highest threat shipments, and presents data in a comprehensive, flexible format to address specific intelligence threats and trends. ATS uses a rules-based program to highlight potential risk, patterns, and targets. Through rules, the ATS alerts the user to data that meets or exceeds certain predefined criteria. National targeting rule sets have been implemented in ATS to provide threshold targeting for national security risks for all modes: sea, truck, rail, and air.

Working with the Departmental Advisory Committee on Commercial Operations (COAC), CBP has proposed a new Security Filing in an effort to obtain additional advanced cargo information and enhance our ability to perform risk-based

targeting prior to cargo being laden on a vessel overseas. The CBP proposal, better known as "10 plus 2" covers the following key areas:

1. Ten unique data elements from importers not currently provided to CBP 24 hours prior to foreign loading of cargo,
2. Two additional data elements provided by the carriers including the Vessel Stow Plan which is currently utilized by the vessel industry to load and discharge containers and Container Status Messaging which is currently utilized by the vessel industry to track the location of containers and provide status notifications to shippers, consignees and other related parties.

CBP is currently developing a Notice of Proposed Rulemaking (NPRM), which will be published in the Federal Register along with a request for comments. Obtaining additional information earlier in the process will increase the transparency of the global supply chain enabling the refinement of CBP's targeting processes and will provide additional information to make a more fully informed decision with respect to the risk of individual shipments.

Customs Trade Partnership Against Terrorism (C-TPAT)

C-TPAT is an integral part of the CBP multi-layered strategy, in that CBP works in partnership with the trade community to better secure goods moving through the international supply chain. C-TPAT has enabled CBP to leverage supply chain security throughout international locations where CBP has no regulatory reach. In 2007, CBP will continue to expand and strengthen the C-TPAT program and ensure that certified member companies are fulfilling their commitment to the program by securing their goods moving across the international supply chain to the United States. To carry-out this critical tenet of C-TPAT teams of Supply Chain Security Specialists (SCSS) will conduct validations and begin revalidations of C-TPAT members' supply chains to ensure security protocols are reliable, accurate, and effective.

As C-TPAT has evolved, we have steadily added to the rigor of the program. CBP has strengthened the C-TPAT program by clearly defining the minimum-security requirements for all categories of participants wishing to participate in the program and thereby gain trade facilitation benefits. As of March 2007, there are 6,628 companies certified into the C-TPAT program and 3,969 have been validated. CBP's goal is to validate all partners within one year of certification, revalidate all companies not less than once every three years and revalidate all U.S./Mexico highway carriers on an annual basis, based on the risk associated with the Southern Border Highway Carrier sector of C-TPAT. In addition, a Third Party Validation Pilot program will begin shortly.

Container Security Initiative (CSI)

To meet our priority mission of preventing terrorists and terrorist weapons from entering the United States, CBP has also partnered with other countries through our Container Security Initiative (CSI). Almost 32,000 seagoing containers arrive and are off loaded at United States seaports each day. In fiscal year 2006, that equated to 11.6 million cargo containers annually. Because of the sheer volume of sea container traffic and the opportunities it presents for terrorists, containerized shipping is uniquely vulnerable to terrorist exploitation. Under CSI, which is the first program of its kind, we are partnering with foreign governments to identify and inspect high-risk cargo containers at foreign ports before they are shipped to our seaports and pose a threat to the United States and to global trade.

The goal is for CBP's overseas CSI teams to conduct 100 percent manifest review before containers are loaded on vessels destined for the United States. However, in those locations where the tremendous volume of bills does not allow for the overseas CSI team to perform 100 percent review, CSI targeters at the National Targeting Center provide additional support to ensure that 100 percent review is accomplished. Utilizing the overseas CSI team and the CSI targeters at our National Targeting Center, CBP is able to achieve 100% manifest review for the CSI program.

Today, CSI is operational in 50 ports covering 82 percent of the maritime containerized cargo shipped to the United States. CBP is working towards strategically locating CSI in additional locations focusing on areas of the world where terrorists have a presence. CBP projects that by the end of 2007, CSI will be operational in 58 foreign seaports, covering over 85 percent of maritime commercial cargo destined for the United States.

Non-Intrusive Inspection (NII) and Radiation Detection Technology

The use of detection technologies represents the final piece of CBP's layered strategy. Technologies deployed to our nation's sea, air, and land border ports of entry include large-scale X-ray and gamma-imaging systems as well as a variety of portable and hand-held technologies to include radiation detection technology. NII technologies are viewed as force multipliers that enable us to scan or examine a larger portion of commercial traffic while facilitating the flow of legitimate trade, cargo, and passengers. CBP has deployed183 large-scale NII systems within our Nation's Ports of Entry. The future direction of the CBP's large-scale NII strategy will focus on acquiring and deploying high-energy imaging systems with enhanced performance features, including greater penetration capabilities.

The Office of Field Operations and the Laboratory & Scientific Services Division Interdiction & Technology Branch have identified high-energy systems that have

demonstrated the appropriate performance characteristics (mobility, greater penetration capability, improved image quality) that will enhance CBP's ability to non-intrusively examine cargo and conveyances for weapons of mass effect and other contraband.

To clearly illustrate this path forward, in 2006, CBP acquired 15 new NII technology systems for deployment; 11 of the 15 systems are high-energy units.

As of March 14, 2007, 966 Radiation Portal Monitors (RPMs) have been deployed nationwide with the ultimate goal of scanning 100 percent of containerized cargo and conveyances for radioactive materials. CBP deployed the first Radiation Portal Monitor (RPM) on the U.S. side of the Ambassador Bridge, in Detroit on October 17, 2002. Current generation RPMs are constructed of Polyvinyl-toluene a form of plastic and are commonly referred to as PVT portals.

These RPMs permit CBP to scan for nuclear or radiological materials 100% of all arriving international mail and/or express courier parcels; 91% of all truck cargo and 81% of all personally owned vehicles arriving from Canada; 96% of all truck cargo and 91% of all personally owned vehicles arriving from Mexico; and 89% of all containerized sea-borne cargo. To date, we have scanned approximately 151 million conveyances with RPMs, and have resolved over 800,000 alarms. In addition, CBP has deployed over 800 Radiation Isotope Identifier Devices (RIID) and over 15,000 Personal Radiation Detectors (PRD). Currently, CBP scans 91% of all containerized cargo arriving in the U.S. by land and sea using RPMs.

These systems, although very sensitive, cannot distinguish between actual threats and radiation sources that are not security threats. Examples include medical isotopes and some naturally occurring radioactive materials. Hence the need for an improved detection system was identified.

The Domestic Nuclear Detection Office (DNDO) was chartered to develop and acquire new technologies that will improve the Nation's detection capabilities, in addition to procuring the current generation systems that are being deployed to our ports of entry. The Advanced Spectroscopic Portal (ASP) Program under the DNDO was implemented to address that challenge by providing a more robust radiological detection regimen. The ASP program is presently in the test and evaluation stage. Upon successful completion of the test and evaluation process, a recommendation to Secretary Chertoff will be made by DNDO to continue development of the ASP and procure the next-generation of passive radiation detection systems for deployment at the nation's borders. ASP systems will be developed for fixed and mobile applications in order to scan cargo entering the United States across land crossings, seaports, airports, and ultimately provide solutions for the challenges that we currently face at our shared trans-border rail crossings with Mexico and Canada.

These technologies, used in combination with our layered enforcement strategy, provide CBP with a significant capability to detect nuclear and radiological materials that may pose a security threat.

Secure Freight Initiative (SFI)

CBP continues to enhance and improve upon these layers. One such enhancement is the recent announcement of the Secure Freight Initiative. The Secure Freight Initiative is an unprecedented effort to build upon existing port security measures by enhancing the United States government's ability to scan containers for nuclear and radiological materials in seaports worldwide and to better assess the risk of inbound containers. On December 7, 2006, the Department of Homeland Security (DHS) and the Department of Energy (DOE), in cooperation with the maritime industry and foreign government partners, announced Phase One of the Secure Freight Initiative (SFI). The lessons learned and experience gained from Phase One of the Secure Freight Initiative represent critical steps in the process of determining whether the concept of 100% scanning is technologically and economically feasible and the degree to which it increases the security of the international supply chain. Phase One will provide lessons and evidence on how this new, integrated suite of radiation detection and radiography technology can meld smoothly into the logistics, operations, and flow of commerce at each different port.

The initial phase of the Secure Freight Initiative involves the deployment of a combination of existing technology and proven nuclear detection devices to six foreign ports: Port Qasim in Pakistan; Port Cortes in Honduras; Southampton in the United Kingdom; Port Salalah in Oman; Port of Singapore; and the Gamman Terminal at Port Busan in Korea.

Secure Freight will provide carriers of maritime containerized cargo with greater confidence in the security of the shipment they are transporting, and it will increase the likelihood for shippers and terminal operators that the flow of commerce will be both uninterrupted and secure.

This initiative is the culmination of our work with other Government agencies, foreign governments, the trade community, and vendors of leading edge technology. The scanning project is a first step toward realizing a greater vision of Secure Freight, a fully integrated global network for risk assessment.

Role of Technology

I would like to take just a moment to discuss the role of technology for supply chain security. Security technology is continuously evolving, not only in terms of capability but also in terms of compatibility, standardization, and integration with information systems. It is important to note that there is no single technology

solution to improving supply chain security. As technology matures, it must be evaluated and adjustments to operational plans must be made. Priority should be given to effective security solutions that complement and improve the business processes already in place, and which build a foundation for 21st century global trade. A more secure supply chain also can be a more efficient supply chain.

As part of this, CBP in concert with the Science and Technology Directorate of DHS is in the process of generating technical and administrative requirements for Container Security Devices (CSD) based upon the operational needs of CBP and the trade community. These requirements should be published in mid-2007. It is important to note that the deployment of CSD technology only improves supply chain security as part of a broader supply chain security process that ensures the integrity of the shipment before the CSD is activated. Requiring such a device independent of a process to ensure that the container was secure before its application would have an adverse effect on security by creating the false impression that a dangerous shipment was secure.

With the components of our strategy firmly in place, and now enacted into law, we have a clear mandate to continue and evolve our programs. CBP, in concert with our sister agencies, is committed to implementing mandates outlined in the DHS Appropriations Act of 2007 and the SAFE Port Act of 2006. I am pleased to report that we are making great progress in meeting these requirements.

CONCLUSION

Mr. Chairman, Members of the Committee, today I have outlined CBP's commitment to investing its efforts in the areas of new and emerging detection technology along with some of the very positive steps we have taken towards enhancing cargo security. I believe CBP has demonstrated and will continue to demonstrate its leadership and commitment to protecting America against terrorists and the instruments of terror. As we move forward to face the many challenges ahead, we look forward to working in partnership with the 110th Congress to build on our many accomplishments and focus on getting the desired results. With the continued support of the President, DHS, and the Congress, CBP will succeed in meeting the challenges posed by the ongoing terrorist threat.

Thank you again for this opportunity to testify. I will be happy to answer any questions you may have.