



--- GreenLane Maritime Cargo Security Act ---

Glossary of Terms

Automated Targeting System – The system established by the U.S. Customs and Border Protection to assess imports and target those shipments which pose a high risk of containing contraband.

Container Security Initiative (CSI) – Authorized for the first time in this bill, CSI is a program that allows Customs and Border Protection to identify containers that pose a risk for terrorism before they are shipped to the U.S. Through CSI, Customs officials at overseas ports work with host government officials to examine such containers and generally monitor cargo security practices. Currently 39 ports worldwide participate in the program. The **GreenLane** bill would strengthen this initiative by outlining a process for expansion and encouraging the U.S. to include cargo security programs in foreign trade agreements.

Container Security Device (CSD) – An electronic seal, other device or system used to secure a container. Such a device would be a requirement for **GreenLane** cargo.

Customs-Trade Partnership Against Terrorism (C-TPAT) – Authorized for the first time in this bill, C-TPAT is a voluntary program that provides expedited scrutiny of cargo for companies that agree to institute security measures on their supply chain.

GreenLane – a new way for supply chain participants who voluntarily meet the highest level of security to gain significant benefits and a key component of the bill being introduced today. It will allow our security services to better identify and respond to potential threats and would provide real incentives to importers to enhance their supply chain security measures.

GreenLane participants will submit entry data on cargo in advance of loading at a foreign port. Cargo must be loaded at a CSI port or other foreign ports as the Secretary determines. Participants will ensure their security measures exceed the requirements under C-TPAT, particularly in the area of access controls. In addition, participants must use a logistics system that tracks the cargo inside of the container back to the factory, and cargo must be secured with a seal or other device to ensure the container has not been tampered with. **GreenLane** containers will be available for inspection before they are loaded onto ships bound for our ports – not when they arrive at our doorstep.

Joint Operation Centers for Maritime Security – Centers will be established to ensure a coordinated response and the rapid resumption of the flow of commerce in the event of an incident or heightened national security threat level. They will be co-located with Coast Guard sector command centers, approximately 15 – 20 nationwide. The primary responsibilities include: facilitating cooperation between private sector and government security agencies (at local, state, and federal levels), sharing of information and intelligence related to cargo security, and lead local after-incident response for trade resumption.

International Maritime Organization (IMO) – A United Nations organization tasked with facilitating cooperation among governments in the regulation and practices relating to shipping and international trade.

Office of Cargo Security Policy – Office to be established to ensure accountability and coordination of cargo security policies, procedures and regulations within the Department of Homeland Security. It would serve as a clearinghouse for all maritime cargo standards and procedures, assist in coordinating research and development efforts, and reduce redundancy across various agencies tasked with ensuring cargo security.

Operation Safe Commerce (OSC) – The program funded by Congress after September 11th to test supply chain security of maritime cargo. It receives additional funding in the **GreenLane** bill.

Supply Chain Visibility Procedure – A system capable of tracking goods from their point of origin at the factory to the point of loading into a container entering the international supply chain