Container Security Initiative In Summary

May 2011

U.S. Customs and
Border Protection

The Container Security Initiative (CSI) was established in response to the September 11, 2001 terrorist attacks as part of the U.S. Customs and Border Protection's (CBP) layered cargo security strategy. CSI addresses the threat to border security and global trade posed by the potential terrorist use of a maritime container by deploying multidisciplinary teams to foreign seaports. These teams target and examine high-risk cargo before it is laden on board a vessel bound for the United States - protecting global trade lanes and systems between overseas points of origin and the United States, thus attaining greater security through collaboration.

Announced in January 2002, CSI was first implemented in ports shipping the highest volume of containers to the United States; subsequently expanding to include strategic ports. CSI operates in 58 ports worldwide: North, Central, and South America, the Caribbean, Europe, Africa, the Middle East, and throughout Asia.

Currently, over 80 percent of all maritime cargo imported into the United States is subject to prescreening. The World Customs Organization (WCO), the European Union (EU), and the G8 support CSI expansion and have adopted resolutions implementing CSI security measures introduced at ports throughout the world.

## CSI Examination Rates

Exams conducted as % of requested

Fiscal Year	Percentage
FY 2010	94%
FY 2009	93%
FY 2008	95%
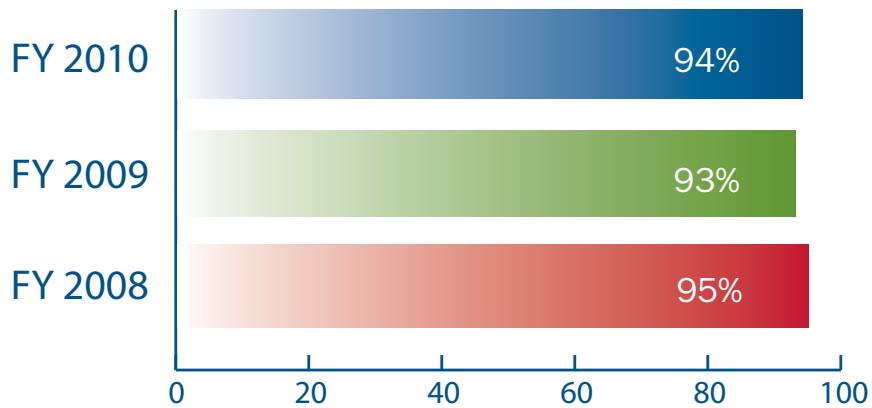
How Cargo Flows Securely to the U.S.

U.S. Customs and Border Protection

IN THE U.S.

» More than 11 million cargo containers arrive on ships and are offloaded at U.S. Seaports each year.

» CBP uses risk-based analysis and intelligence to pre-screen, assess, and examine 100% of suspicious containers.

» Remaining cargo is cleared for entry to the U.S. using advanced inspection technology.

» The Customs-Trade Partnership Against Terrorism ensures another layer of secure treatment for cargo entering the U.S.

OVERSEAS

» Shipping companies are required, 24 hours in advance, to provide manifest data for all cargo containers destined for the U.S.

» 100% of this data is then transmitted to the U.S. National Targeting Center Cargo for screening to identify high-risk cargo.

» Under the Container Security Initiative, CBP partners with foreign customs authorities to target and examine U.S.-bound high-risk cargo while it is still at foreign ports.
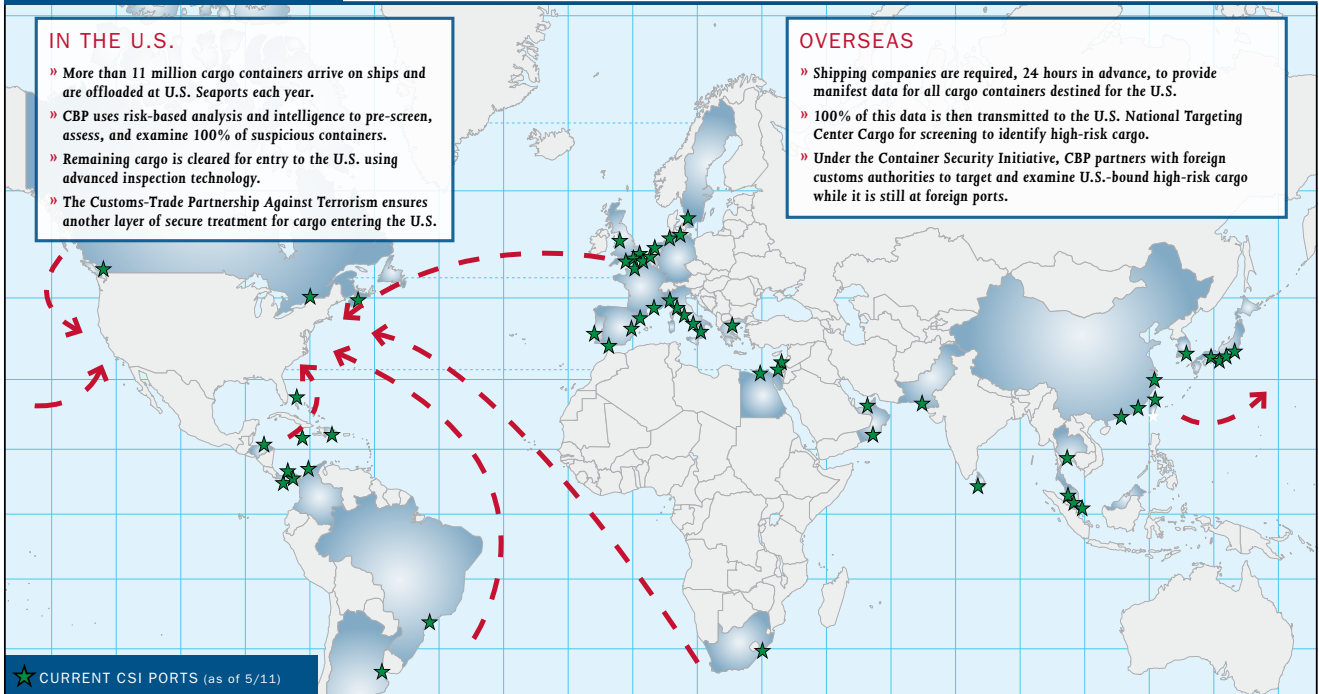
⭐ CURRENT CSI PORTS (as of 5/11)

» Halifax, Montréal, and Vancouver, Canada	» Zeebrugge, Belgium	» Tilbury, and Southampton, United Kingdom	» Durban, South Africa	» Shanghai, China	» Port of Cortes, Honduras	» Qasim, Pakistan
» Rotterdam, The Netherlands	» Singapore	» Genoa, Italy	» Port Klang, Malaysia	» Shenzhen, China	» Chi-Lung	» Balboa, Panama
» Le Havre, France	» Yokohama, Japan	» La Spezia, Italy	» Tanjung Pelepas, Malaysia	» Kaohsiung	» Valencia, Spain	» Cartagena, Colombia
» Marseille, France	» Tokyo, Japan	» Livorno, Italy	» Piraeus, Greece	» Santos, Brazil	» Caucedo, Dominican Republic	» Ashdod, Israel
» Bremerhaven, Germany	» Hong Kong	» Naples, Italy	» Algeciras, Spain	» Colombo, Sri Lanka	» Barcelona, Spain	» Haifa, Israel
» Hamburg, Germany	» Gothenburg, Sweden	» Gioia Tauro, Italy	» Nagoya and Kobe, Japan	» Buenos Aires, Argentina	» Kingston, Jamaica	» Colón and Manzanillo, Panama
» Antwerp, Belgium	» Felixstowe, United Kingdom	» Pusan, Korea	» Laem Chabang, Thailand	» Lisbon, Portugal	» Freeport, Bahamas	» Port Alexandria, Egypt
	» Liverpool, Thamesport,		» Dubai, United Arab Emirates	» Port Salalah, Oman		

Container Security Initiative

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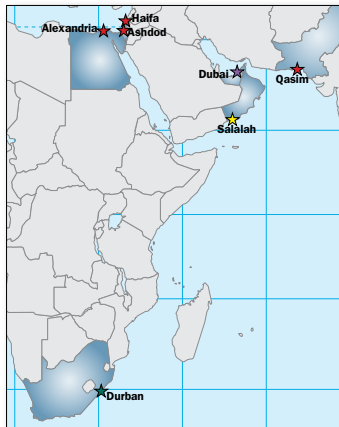
OPERATIONAL PORTS

⭐ FY02 Operational Ports (4)
⭐ FY03 Operational Ports (12)
⭐ FY04 Operational Ports (10)
⭐ FY05 Operational Ports (14)
⭐ FY06 Operational Ports (10)
⭐ FY07 Operational Ports (8)

Europe map labels: Gothenburg, Bremerhaven, Liverpool, Felixstowe, Hamburg, Thamesport, Rotterdam, Tilbury, Antwerp, Southampton, Zeebrugge, LeHavre, Marseille, Genoa, Barcelona, La Spezia, Livorno, Lisbon, Naples, Valencia, Gioia Tauro, Piraeus, Algeciras

Middle East/Africa map labels: Alexandria, Haifa, Ashdod, Dubai, Qasim, Salalah, Durban

Asia map labels: Pusan, Tokyo, Yokohama, Kobe, Nagoya, Shanghai, Shenzhen, Chi-Lung, Kaohsiung, Hong Kong, Laem Chabang, Colombo, Port Klang, Tanjung Pelepas, Singapore

Americas map labels: Vancouver, Montreal, Halifax, Freeport, Kingston, Caucedo, Puerto Cortes, Cartagena, Colon, Manzanillo, Balboa, Santos, Buenos Aires

CSI

as of 5/11 (CSI Division Map)

Operational Ports

In the Americas and Caribbean:

Montreal, Vancouver & Halifax, Canada	Kingston, Jamaica
Santos, Brazil	Freeport, The Bahamas
Buenos Aires, Argentina	Balboa, Colón and Manzanillo, Panama
Puerto Cortes, Honduras	Cartagena, Colombia
Caucedo, Dominican Republic	

In Europe:

Rotterdam, The Netherlands	La Spezia, Genoa, Naples, Gioia Tauro, and Livorno, Italy
Bremerhaven & Hamburg, Germany	Felixstowe, Liverpool, Thamesport, Tilbury, and Southampton, United Kingdom (U.K.)
Antwerp and Zeebrugge, Belgium	Piraeus, Greece
Le Havre and Marseille, France	Algeciras, Barcelona, and Valencia, Spain
Gothenburg, Sweden	Lisbon, Portugal

In Asia and the East:

Singapore	Shenzhen and Shanghai
Yokohama, Tokyo, Nagoya and Kobe, Japan	Kaohsiung and Chi-Lung
Hong Kong	Colombo, Sri Lanka
Pusan, South Korea	Port Salalah, Oman
Port Klang and Tanjung Pelepas, Malaysia	Port Qasim, Pakistan
Laem Chabang, Thailand	Port of Ashdod, Israel
Dubai, United Arab Emirates (UAE)	Port in Haifa, Israel

In Africa:

Durban, South Africa	Alexandria, Egypt

CSI Core Elements:

1. Using intelligence and automated advance targeting information to identify and target containers that pose a risk for terrorism;

2. Prescreening those containers that pose a risk at the port of departure before they arrive at the POE; and

3. Using state-of-the-art detection technology to scan containers that pose a risk.

Each year, about 108 million cargo containers are transported through seaports around the world, constituting the most critical component of global trade. In fiscal year 2010, more than 10.1 million maritime shipments were reviewed in CSI Ports before arriving at United States seaports, an average of 27,600 a day. Almost 90 percent of the world's manufactured goods move by container, and about 40 percent arriving by ship. All trading nations depend on containerized shipping for the transportation of manufactured goods.

U.S. Customs and Border Protection

CONTAINER SECURITY INITIATIVE — CSI

For more information on CSI, please visit the CBP.gov website or contact the Office of Public Affairs at 202-344-1770