



## The Container Journey - The Multiple Layers of Security for an In-Transit Container destined to the United States from Canada

1. The container is packed, for example, in Rotterdam (or other CSI port) and the shipper transmits the bill of lading to the carrier.
2. The carrier electronically transmits cargo data, for each container, to the service provider who then transmits to Canada Border Services Agency (CBSA) and US CBP 24 hours before the container is loaded on the vessel.
3. Within the 24 hours, CBSA analyzes this information to determine if containers pose a national security threat to Canada. If no national security risk is identified, the container is authorized to load in Rotterdam.
4. While the container sails to Canada, CBSA and US CBP analyze the cargo data provided for additional security threats, e.g. contraband and threats to public health.
5. Upon arrival in Canada, the container is off loaded from the vessel. If selected for examination by either CBSA or US CBP, it is escorted to an examination facility for an non-intrusive examination that may escalate to a full "de-stuff" to negate the risk. If unloaded in Saint John, New Brunswick, the container goes through the radiation portal to be scanned. Radiation portals will be installed at the other marine Canadian ports this year (2006). After completion of exam, the container is moved to a rail or truck chasis for further transportation to the border.
6. Examinations are completed by Canada CBSA inspectors at the request of US CBP JTU officials.
7. If the container is not selected for exam, the container is placed on a rail or truck chasis to be transported to the US.
8. The rail carrier transmits electronic data to US CBP 2 hours in advance of arrival at the border. When the train arrives at the border, US CBP conducts VACIS inspection of all cars on the train.
9. US CBP officers assess the cargo data and determine the threat. If they determine it a risk or threat, they will place a "hold" on the container for the carrier with instructions to "set out" the container for examination.
10. The truck arrives at the border. US CBP conducts radiation scan of the container.

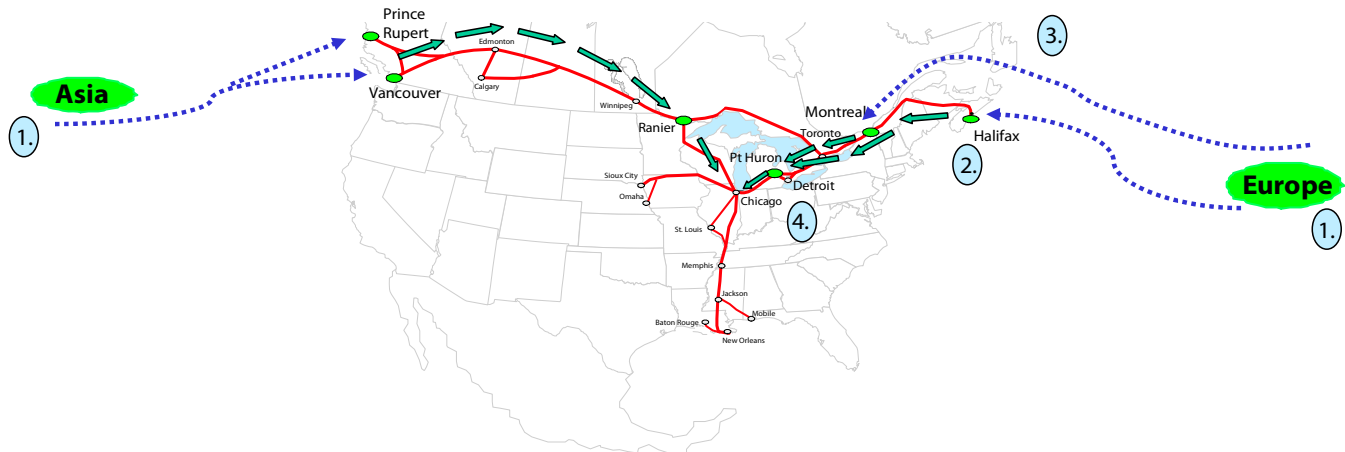
# Cargo Security: Maritime/Rail Through Canada

## 1. Overseas CSI Ports

- CBP partnership with foreign agencies
- 1<sup>st</sup> tier risk assessment to identify high risk containers
- US & Canada 24hr advanced electronic manifest rule
- Manifest data reviewed by CBP/CBSA prior to vessel loading
- VACIS/Radiation scanning & inspection of high risk containers

## 2. Canadian CSI Ports

- CBSA partnership with CBP (Halifax, Montreal & Vancouver)
- 2<sup>nd</sup> tier risk assessment to identify high risk containers
- ACI electronic manifest data 24 hrs prior to loading at foreign port
- ACI manifest data shared with CBP for automated targeting
- VACIS/Radiation scanning & inspection of high risk containers



## 3. CN manifest

- Ocean carrier provides advanced EDI ocean bill data to CN
- Electronic manifest data generated prior to train loading
- Ocean carrier Canadian in-transit manifest (CBSA)
- CN transmits US manifest to CBP (AMS) via EDI

## 4. US Rail Port of Arrival

- 3<sup>rd</sup> tier risk assessment to identify high risk containers
- Advance electronic rail manifest and train data reviewed by CBP
- ATS performs computer based risk assessment pre-arrival at border
- 100% of containers VACIS scanned at US rail port of arrival
- CBP makes determination for further inspection