



--- GreenLane Maritime Cargo Security Act ---

America Needs a Comprehensive Plan to Improve Security and Maintain Efficiency

Our current security efforts are insufficient. To protect our nation, we must develop a cargo security regime that closes vulnerabilities, provides a way to resume trade after an incident, and maintains the efficient flow of commerce. Senators Murray and Collins have written comprehensive legislation that builds on the lessons from the 9/11 Commission, GAO investigations, and other reports. Senators Coleman and Lieberman are original co-sponsors of this legislation.

Strategic Plan - Directs the Secretary to develop a strategic plan to enhance international supply chain security for all modes of transportation by which containers arrive in, depart from or move through seaports of the United States. It shall clarify roles, responsibilities, and authorities of all government agencies at all levels and private sector stakeholders; provide measurable goals for furthering the security of commercial operations from point of origin to point of destination; build on available resources and consider costs and benefits; outline mandatory, baseline security measures and standards; provide incentives for additional voluntary measures, including the **GreenLane** program; include intelligence and information sharing efforts; and identify response and recovery methods.

Resumption of Trade - The Secretary shall develop protocols for the resumption of trade in the event of an attack. In reestablishing the flow of cargo through U.S. ports, preference shall be given to vessels with a security plan approved or accepted by the Coast Guard; entering a port of entry from a CSI port; operated by carriers participating in C-TPAT; and carrying **GreenLane** cargo.

Improvements to Automated Targeting System (ATS) - The Secretary is directed to develop a plan for improving Customs and Border Protection's (CBP) ATS. In so doing, the Secretary, in consultation with stakeholders, shall consider the cost and feasibility of requiring additional non-manifest documentation and of reducing the time period allowed for revisions to the manifest or for submission of entry data.

Uniform Data For Government-Wide Usage - Directs the Secretary to complete the implementation of the International Trade Data System, a single, uniform data system for the electronic collection, dissemination, and sharing of import and export information.

Office of Cargo Security Policy - Establishes within the Department an Office of Cargo Security Policy to coordinate department-wide efforts and advise the Secretary and Assistant Secretary for Policy regarding cargo security policies and programs.

Container Security Standards - The Secretary shall, by regulation, establish minimum standards for the movement and storage of containers, based on its experience and findings with current cargo security programs. In addition, the Secretary should seek to establish international standards through multilateral agreements or international bodies.

Radiation Detection and Radiation Safety - Despite the concern over smuggling a WMD into the U.S., less than a quarter of the necessary systems have been deployed to examine containers

for radiation. Thus, in an aggressive step, the bill directs the Secretary to examine all inbound containers for radiation no later than one year after enactment of the bill. The Secretary must also provide a plan detailing the health and safety impacts of non-intrusive inspection technology.

Container Security Initiative - Authorizes the Secretary to establish CSI to identify and examine maritime containers that pose a risk for terrorism at foreign ports. Before the Secretary may designate a foreign port under CSI, the Secretary must conduct a full assessment of the potential risk of smuggling or cargo tampering related to terrorism; the economic impact of cargo traveling from the port; the potential for **GreenLane** cargo from the port; the capabilities and level of cooperation of the intended host country; the potential for validation of security practices by the Department; and the potential for amending trade agreements to reflect participation in CSI.

The Secretary shall identify assistance programs to facilitate antiterrorism measures at CSI and non-CSI seaports where needed and may provide training to foreign persons at CSI seaports. Most importantly the Secretary must establish technical capability requirements and standard operating procedures for non-intrusive inspection equipment to be used at CSI seaports.

C-TPAT - The Secretary is authorized to establish the C-TPAT program to strengthen and improve the overall security of the international supply chain and the U.S. border security. The Secretary shall validate the supply chain security practices of each participant and offer benefits to participants based on certification and validation requirements. The Secretary must correct the deficiencies of the C-TPAT program identified by GAO.

GreenLane Program - The **GreenLane** is authorized as the top tier of C-TPAT. Participants shall comply with requirements such as submitting entry data on shipments prior to loading, making cargo available for screening or examination before loading, and load on a vessel that has Coast Guard approved security plans. The Secretary shall also determine benefits for **GreenLane** Program participants, such as reduced searches, the expedited release of cargo during all threat levels, and reduced bonding requirements.

Joint Operations Centers - The bill directs the Secretary to establish Joint Operation Centers for Maritime and Cargo Security to enhance information sharing and facilitate day-to-day operational coordination, and incident management and response.

Research, Development, Test and Evaluation - The Secretary shall direct RDT&E efforts in furtherance of maritime and cargo security, encourage the ingenuity of the private sector in developing and testing such technologies, and evaluate such technologies. The Secretary shall ensure all Department RDT&E efforts are coordinated to avoid duplicative efforts and share results. Through Operation Safe Commerce, the Secretary shall initiate grant and demonstration projects.

Port Security Grant Program - The bill creates a competitive grant program administered by the Office of Domestic Preparedness at DHS. Under the bill, grant funds will be used to address port security vulnerabilities identified through Area Maritime Transportation Security Plans, currently required by federal statute, or through other DHS-sanctioned vulnerability assessments.

The bill authorizes a total of \$835 million in appropriations, with the source of funds originating from duties currently being collected by Customs and Border Protection.