

Sec.  
926. Center of Excellence for Maritime Domain Awareness.

SUBCHAPTER II—SECURITY OF THE INTERNATIONAL SUPPLY CHAIN

PART A—GENERAL PROVISIONS

941. Strategic plan to enhance the security of the international supply chain.  
942. Post-incident resumption of trade.  
943. Automated Targeting System.  
944. Container security standards and procedures.  
945. Container Security Initiative.

PART B—CUSTOMS—TRADE PARTNERSHIP AGAINST TERRORISM

961. Establishment.  
962. Eligible entities.  
963. Minimum requirements.  
964. Tier 1 participants in C-TPAT.  
965. Tier 2 participants in C-TPAT.  
966. Tier 3 participants in C-TPAT.  
967. Consequences for lack of compliance.  
968. Third party validations.  
969. Revalidation.  
970. Noncontainerized cargo.  
971. C-TPAT program management.  
972. Additional personnel.  
973. Authorization of appropriations.

PART C—MISCELLANEOUS PROVISIONS

981. Pilot integrated scanning system.  
981a. Pilot integrated scanning system.  
982. Screening and scanning of cargo containers.  
983. Inspection technology and training.  
984. Repealed.  
985. Information sharing relating to supply chain security cooperation.

SUBCHAPTER III—ADMINISTRATION

1001. Designation of liaison office of Department of State.  
1002. Homeland Security Science and Technology Advisory Committee.  
1003. Research, development, test, and evaluation efforts in furtherance of maritime and cargo security.

**§ 901. Definitions**

In this Act:

**(1) Appropriate congressional committees**

Except as otherwise provided, the term “appropriate congressional committees” means—

- (A) the Committee on Appropriations of the Senate;
- (B) the Committee on Commerce, Science, and Transportation of the Senate;
- (C) the Committee on Finance of the Senate;
- (D) the Committee on Homeland Security and Governmental Affairs of the Senate;
- (E) the Committee on Appropriations of the House of Representatives;
- (F) the Committee on Homeland Security of the House of Representatives;
- (G) the Committee on Transportation and Infrastructure of the House of Representatives;
- (H) the Committee on Ways and Means of the House of Representatives; and
- (I) other congressional committees, as appropriate.

**(2) Commercial Operations Advisory Committee**

The term “Commercial Operations Advisory Committee” means the Advisory Committee

established pursuant to section 9503(c) of the Omnibus Budget Reconciliation Act of 1987 (19 U.S.C. 2071 note)<sup>1</sup> or any successor committee.

**(3) Commercial seaport personnel**

The term “commercial seaport personnel” includes any person engaged in an activity relating to the loading or unloading of cargo or passengers, the movement or tracking of cargo, the maintenance and repair of intermodal equipment, the operation of cargo-related equipment (whether or not integral to the vessel), and the handling of mooring lines on the dock when a vessel is made fast or let go in the United States.

**(4) Commissioner**

The term “Commissioner” means the Commissioner responsible for the United States Customs and Border Protection of the Department of Homeland Security.

**(5) Container**

The term “container” has the meaning given the term in the International Convention for Safe Containers, with annexes, done at Geneva, December 2, 1972 (29 UST 3707).

**(6) Container security device**

The term “container security device” means a device, or system, designed, at a minimum, to identify positively a container, to detect and record the unauthorized intrusion of a container, and to secure a container against tampering throughout the supply chain. Such a device, or system, shall have a low false alarm rate as determined by the Secretary.

**(7) Department**

The term “Department” means the Department of Homeland Security.

**(8) Examination**

The term “examination” means an inspection of cargo to detect the presence of misdeclared, restricted, or prohibited items that utilizes nonintrusive imaging and detection technology.

**(9) Inspection**

The term “inspection” means the comprehensive process used by the United States Customs and Border Protection to assess goods entering the United States to appraise them for duty purposes, to detect the presence of restricted or prohibited items, and to ensure compliance with all applicable laws. The process may include screening, conducting an examination, or conducting a search.

**(10) International supply chain**

The term “international supply chain” means the end-to-end process for shipping goods to or from the United States beginning at the point of origin (including manufacturer, supplier, or vendor) through a point of distribution to the destination.

**(11) Radiation detection equipment**

The term “radiation detection equipment” means any technology that is capable of detecting or identifying nuclear and radiological

<sup>1</sup> See References in Text note below.

material or nuclear and radiological explosive devices.

**(12) Scan**

The term “scan” means utilizing nonintrusive imaging equipment, radiation detection equipment, or both, to capture data, including images of a container.

**(13) Screening**

The term “screening” means a visual or automated review of information about goods, including manifest or entry documentation accompanying a shipment being imported into the United States, to determine the presence of misdeclared, restricted, or prohibited items and assess the level of threat posed by such cargo.

**(14) Search**

The term “search” means an intrusive examination in which a container is opened and its contents are devanned and visually inspected for the presence of misdeclared, restricted, or prohibited items.

**(15) Secretary**

The term “Secretary” means the Secretary of Homeland Security.

**(16) Transportation disruption**

The term “transportation disruption” means any significant delay, interruption, or stoppage in the flow of trade caused by a natural disaster, heightened threat level, an act of terrorism, or any transportation security incident (as defined in section 70101(6)<sup>1</sup> of title 46).

**(17) Transportation security incident**

The term “transportation security incident” has the meaning given the term in section 70101(6)<sup>1</sup> of title 46.

(Pub. L. 109-347, § 2, Oct. 13, 2006, 120 Stat. 1886.)

**Editorial Notes**

REFERENCES IN TEXT

This Act, referred to in text, is Pub. L. 109-347, Oct. 13, 2006, 120 Stat. 1884, known as the Security and Accountability For Every Port Act of 2006 or the SAFE Port Act. For complete classification of this Act to the Code, see Tables.

Section 9503(c) of the Omnibus Budget Reconciliation Act of 1987, referred to in par. (2), is section 9503(c) of title IX of Pub. L. 100-203, which was set out as a note under section 2071 of Title 19, Customs Duties, prior to repeal by Pub. L. 114-125, title I, § 109(g)(1), Feb. 24, 2016, 130 Stat. 137. For establishment of successor committee, see section 4316(a) of Title 19.

Section 70101(6) of title 46, referred to in pars. (16) and (17), was redesignated section 70101(7) of title 46 by Pub. L. 115-254, div. J, § 1805(b)(1), Oct. 5, 2018, 132 Stat. 3534.

**Statutory Notes and Related Subsidiaries**

SHORT TITLE

Pub. L. 109-347, § 1(a), Oct. 13, 2006, 120 Stat. 1884, provided that: “This Act [see Tables for classification] may be cited as the ‘Security and Accountability For Every Port Act of 2006’ or the ‘SAFE Port Act’.”

SUBCHAPTER I—SECURITY OF UNITED STATES SEAPORTS

PART A—PORT SECURITY GRANTS; TRAINING AND EXERCISE PROGRAMS

**§ 911. Repealed. Pub. L. 111-281, title VIII, § 821(b), Oct. 15, 2010, 124 Stat. 3003**

Section, Pub. L. 109-347, title I, § 113, Oct. 13, 2006, 120 Stat. 1895, established the Port Security Training Program and its requirements.

**§ 912. Port Security Exercise Program**

**(a) In general**

The Secretary, acting through the Under Secretary for Preparedness and in coordination with the Commandant of the Coast Guard, shall establish a Port Security Exercise Program (referred to in this section as the “Exercise Program”) for the purpose of testing and evaluating the capabilities of Federal, State, local, and foreign governments, commercial seaport personnel and management, governmental and nongovernmental emergency response providers, the private sector, or any other organization or entity, as the Secretary determines to be appropriate, to prevent, prepare for, mitigate against, respond to, and recover from acts of terrorism, natural disasters, and other emergencies at facilities required to submit a plan under section 70103(c) of title 46.

**(b) Requirements**

The Secretary shall ensure that the Exercise Program—

(1) conducts, on a periodic basis, port security exercises at such facilities that are—

(A) scaled and tailored to the needs of each facility;

(B) live, in the case of the most at-risk facilities;

(C) as realistic as practicable and based on current risk assessments, including credible threats, vulnerabilities, and consequences;

(D) consistent with the National Incident Management System, the National Response Plan, the National Infrastructure Protection Plan, the National Preparedness Guidance, the National Preparedness Goal, the National Maritime Transportation Security Plan, and other such national initiatives;

(E) evaluated against clear and consistent performance measures;

(F) assessed to learn best practices, which shall be shared with appropriate Federal, State, and local officials, commercial seaport personnel and management, governmental and nongovernmental emergency response providers, and the private sector; and

(G) followed by remedial action in response to lessons learned; and

(2) assists State and local governments and facilities in designing, implementing, and evaluating exercises that—

(A) conform to the requirements of paragraph (1); and

(B) are consistent with any applicable Area Maritime Transportation Security Plan and State or Urban Area Homeland Security Plan.