



Figure 2.1 Bayou Sauvage Refuge officers working with Louisiana wildlife officers. (From Hillebrand, S., 2009, Bayou Sauvage Refuge officers working with Louisiana Wildlife officers, USFWS National Digital Library, U.S. Fish and Wildlife Service. http://digitalmedia.fws.gov/cdm4/item_viewer.php?CISOROOT=/natdiglib&CISOPTR=10002&CISOBX=1&REC=2; accessed on June 7, 2011.)

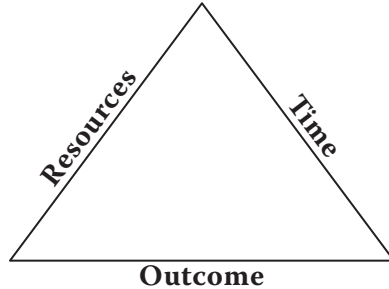


Figure 2.2 Constraints of management.



Figure 2.3 Organizing USFWS inspection of Quaker parakeet shipment. (From Hollingsworth, J., and Hollingsworth, K., 2008, USFWS Inspection of Quaker Parakeet Shipment from Uruguay, USFWS National Digital Library, U.S. Fish and Wildlife Service. http://digitalmedia.fws.gov/cdm4/item_viewer.php?CISOROOT=/natdiglib&CISOPTN=276&CISOBX=1&REC=4; accessed on June 7, 2011.)

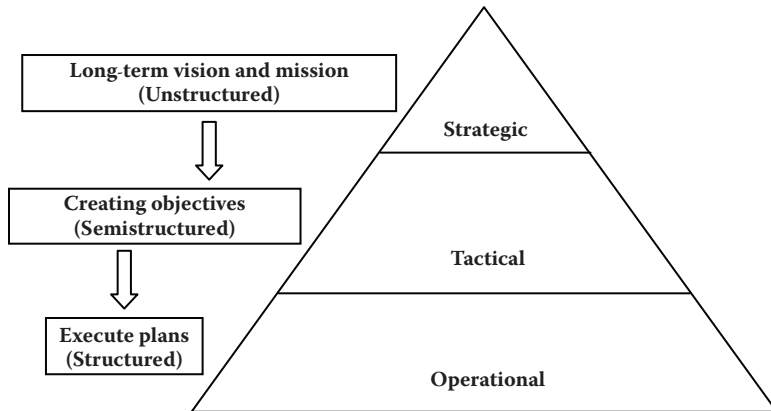


Figure 2.4 Levels of planning.

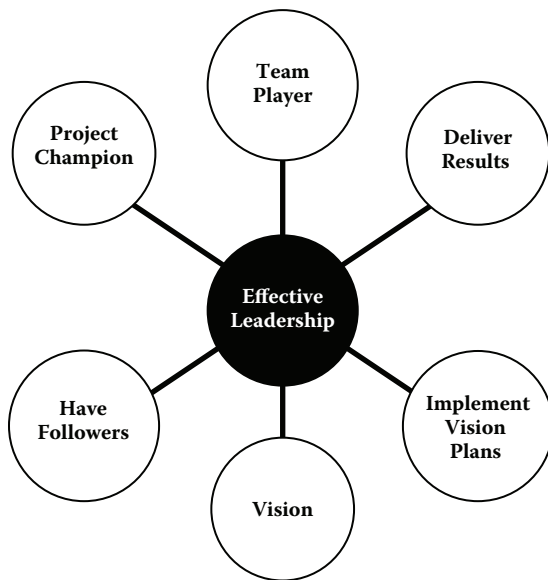


Figure 2.5 Framework of effective leadership.


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Secure Freight Initiative: Vision and Operations Overview

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For Immediate Release
 Office of the Press Secretary
 Contact: 202-282-8010

I. Our Vision: The Department of Homeland Security (DHS) and the Department of Energy (DOE), in cooperation with maritime industry and foreign government partners, are launching Phase I of the Secure Freight Initiative (SFI) to deploy a globally integrated network of radiation detection and container imaging equipment to be operated in seaports worldwide. Our purpose is to prevent terrorists from using nuclear or other radiological materials to attack the global maritime supply chain or using cargo containers to bring the resources for such an attack to the United States.

Our plan is to deploy next-generation tools and integrated systems, along with other proven technologies, to scan maritime container cargo. Phase I of the Secure Freight Initiative will leverage the DOE Megaports Initiative, DHS Container Security Initiative, DHS domestic nuclear detection program, and recent test deployments of relevant technology.

Containers arriving at participating seaports overseas will be scanned with both non-intrusive radiographic imaging and passive radiation detection equipment placed at terminal arrival gates. Optical scanning technology will be used to identify containers and classify them by destination. Relay cargo — containers being moved from one ship to another — would also be inspected with such technology, as adapted in consultation with operators for the transshipment environment. The inspection tools will include the use of enhanced radiological detection technology, which DHS will also begin deploying domestically within the next year.

Sensor and image data gathered regarding containers inbound to the United States will be encrypted and transmitted near real-time to the National Targeting Center operated by DHS's Customs and Border Protection. There, these data will be combined with other available risk assessment data, such as currently required manifest submissions, to improve risk scoring and targeting of high-risk containers for further scrutiny overseas.

If the scanning data indicate concerns, the specific container will be inspected further, based upon appropriate response protocols established with the host government authorities. Participating host governments would have immediate access to all scanning data collected, including any scans conducted on non-U.S. bound containers. All alarms from the radiation detection equipment for any container will be resolved locally. For containers bound for the United States, this can include requesting the host government to open and inspect the container's contents or instructing carriers under existing regulations

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Figure 2.6 DHS website. (From Website of Department of Homeland Security. http://www.dhs.gov/xnews/releases/pr_1165943729650.shtm; accessed on June 7, 2011.)