FAQ:

1) Is TACSS the only TAPA standard that air cargo handlers can utilize after February 2012 (roll-out date for TACSS)?
   a. *Officially there is a period in which the existing FSR certified air cargo handler can choose to use FSR or TACSS. This period is only in 2012. From January 2013 new and existing certification requests for air cargo handlers can only certified against TACSS. Current FSR certificates for air cargo handling facilities, expiring after Dec 31st 2012, can only be renewed using the TACSS certificate process.*

2) How do we know if the facility TACSS security level 1 or 2?
   a. *This can be calculated by completing the risk-assessment tool.*

3) Are there any checks to determine if the risk assessment tool was completed accurately?
   a. *Before the actual audit, the SP must send the assessment results to the auditor. He/she will check if the answers are correct. This can be checked by colleagues, data available (e.g. IIS) and with the knowledge they have from past audits in this area / industry. Checking at local LEA is also an option.*

4) Are all requirements really mandatory?
   a. *Yes but for items that are scored "0" corrective actions or a waiver are required to be completed within 60 days. If the corrective action is completed to the satisfaction of the audit body or a waiver has been approved by TAPA then this item will count as a pass towards the overall certification.*

5) What is the difference between FSR and TACSS?
   a. *The FSR was never intended for air-handlers. Although the majority of requirements in TACSS are based on the FSR, there are also items focused specifically to this part of the industry. Another big difference is that all requirements, copied from the FSR into TACSS, are now all "M".*

6) FSR uses a scoring system of "0", "1"and "2" for TACSS its only "0" and "1". Why is this?
   a. *Alignment with other certification bodies and standards recommend that requirements are readily assessable as passed or not. As with TSR, TACSS requires all items are mandatory and the minimum requirement to achieve a pass is documented for ease of use and clarity.*
   b. *Nice to have items and higher scores for going beyond the minimum would dilute the intent of TACSS of having clear defined minimum requirements.*

7) When no external fence (land side) is present; possibly due the fact it's not approved/allowed by the land-lord, will this automatically be considered as a waiver?
   a. *Although it's not always possible to have a fence we still need to look at the alternatives and mitigation actions in the waiver request (e.g. additional use of internal barriers and improved access control on dock doors).*

8) How can we understand what vulnerable and valuable cargo is?

   a. *TAPA has modified a definition provided by IATA in the TACSS document, but in simple terms Valuable cargo will declared on the shipping documentation and will require secure handling. If the cargo is not declared as Valuable it will be treated as general cargo or under a specific agreement between the SP and its clients. Vulnerable basically means the cargo is "at risk" and the SP should have implemented practical security measures to mitigate exposure to theft of vulnerable cargo. Some SP/Carriers also have a shipping term/service for Vulnerable but TAPA treats this the same as a "specific agreement" mentioned above.*

9) Is it always necessary to check the truck section (10) of TACSS?

   a. Yes it applies to all trucks operated by or on behalf (sub-contracted) of the SP. However if the SP's truck operations are TSR Certified, then section 10 may not be applicable. Verification of SP's TSR Certification can be achieved by viewing the TSR certificate and the SP's TSR Vehicle Log

10) When the SP is already FSR certified and wants to transition to TACSS, do they only need to be audited on the TACSS requirements that are not covered in the current FSR?

   a. *No, this will mean a full new audit to meet TACSS requirements*