



January 14, 2011

**Message to the Air Freight Forwarding / Global Shipping Community**

The Implementing Recommendations of the 9/11 Act of 2007 (9/11 Act) required the Transportation Security Administration (TSA) to develop a system to screen 100% of all cargo transported on passenger aircraft to provide a level of security commensurate with the level of security for passenger checked baggage no later than August 3, 2010. With the help of airlines, and through the Certified Cargo Screening Program, TSA successfully completed the mission for cargo loaded on passenger aircraft inside the United States.

Due to the complex challenges of screening international inbound cargo, Assistant Administrator John Sammon testified before Congress in June 2010 that cargo moving into the United States would be screened at 100% no later than 2013.

Recent global events have proven that there is a compelling need to attain the 100% goal sooner than originally suggested. Today, TSA proposed updated air carrier standard security programs to passenger airlines that would require the air cargo industry to screen 100% of the cargo that is uplifted on passenger aircraft bound for the United States by December 31, 2011.

Carriers will have 30-45 days to comment on the new 100% screening requirement, and TSA will review and evaluate the industry comments prior to finalizing and making the requirement effective.

TSA established increased screening percentages for airlines in May 2010. Most carriers established new acceptance procedures for cargo from forwarders and dramatically increased screening percentages as a result. TSA is pursuing this latest proposed change after reviewing the data provided by industry which indicates that air carriers are currently screening a high percentage overall of cargo inbound to the United States. Many air carriers, including a high number of wide-body operators, are already at or close to 100% screening of air cargo inbound to the United States.

As air carriers increase their screening percentages, they may require operational changes for shipments tendered at non-U.S. locations.

TSA recommends that shippers communicate with their supply chain partners as soon as possible to understand the potential impact that 100% screening of inbound air cargo may have on their supply chain.