



100% Air Cargo Screening: Path Forward

The *Implementing Recommendations of the 9/11 Commission Act of 2007* is a Congressional mandate requiring 100 percent of cargo transported on a passenger aircraft be screened beginning August 1, 2010 (**45 days from today**). Simply stated, all air cargo must be screened at the piece level prior to transport on a passenger aircraft for flights originating in the United States. On August 1, 2010, this mandate will be thoroughly enforced by the Transportation Security Administration (TSA), and our inspectors will be actively ensuring compliance.

US Origin Cargo

The Certified Cargo Screening Program (CCSP) was established by TSA effective February 1, 2009, enabling Indirect Air Carriers (IAC's), shippers and Independent Cargo Screening Facilities (ICSF's) to screen cargo for flights originating in the US. Participants are fully regulated and inspected for compliance. To date, over 740 unique locations have been certified to screen and are currently contributing over 40 percent of the screened cargo volume (by weight). Most shippers who have joined the CCSP to date have readily incorporated physical search into their packing/shipping operation at minimal cost without needing to invest in screening equipment. We are encouraged by industry participation and will continue to work through challenges with those shippers who produce commodities that are more difficult to screen. This population includes items such as perishables, pharmaceuticals, skids, drums, pre-configured aircraft containers, and chemicals that cannot be opened. If your company has not yet done so, we encourage you to contact your freight forwarders to determine if your cargo is transported on passenger aircraft in any markets and if they can assist in screening your cargo. We also encourage participation in the CCSP program by applying online at www.tsa.gov/CCSP.

International Origin Cargo

TSA can only directly regulate carriers flying into the US (not countries), and cannot establish a supply chain (CCSP-type) approach in foreign countries to accomplish 100 percent for inbound cargo. Supply chain programs do exist in most countries where cargo is uplifted to the US, but they are established under a host country (national) program. To date, TSA has had limited access to foreign programs, which hinders our ability to determine if they provide a commensurate level of security.

To accomplish the mandate for inbound international cargo, TSA increased screening requirements for airlines effective May 1, 2010, and intends to continue to steadily increase screening these percentages.

What Lies Ahead

The August 1 deadline stands firm, and TSA will not issue an extension for domestic or international outbound cargo. As we have stated publically throughout this process, screening 100 percent of cargo inbound to the US will not be attainable by industry by the August deadline, however TSA is committed to ensuring industry obtain that level of security as rapidly as possible.

As of August 1, 2010, cargo that is not screened will not be permitted to be transported on a passenger aircraft for flights originating in the US. Some airlines have indicated that cargo which they receive that is not screened in the CCSP program may be subject to delay, or earlier acceptance cut-off times, primarily at the major gateway airports.

We encourage you to visit our web site at www.tsa.gov/ccsp for more information, or you may contact us directly at CCSP@dhs.gov. We look forward to assisting your company navigate this issue in any way possible.

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