

The International Air Cargo Association

U.S. Cargo Screening Requirements

Meeting the Challenges Posed

An Air Carrier's Perspective



- ॐ **Understanding the Legislation**
- ॐ **Conducting a Gap Analysis**
- ॐ **Tailor the Needs for Stations Affected**
- ॐ **Working with Independent Air Carriers (IACs)**
- ॐ **Meeting the Requirements**

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Understanding the Legislation – 100% Screening

- ॐ The legislation mandates 100% screening by August 2010 and requires TSA to:
 - ॐ Establish a system to **screen** 100% of cargo transported on passenger aircraft.
 - ॐ Provide a level of security **commensurate** to that of passenger baggage.
 - ॐ Meet inspection benchmarks.



Congressionally Mandated Cargo Screening Benchmarks

9/11 Act

August 2007

50%

February 2009

100%

August 2010

Understanding the Legislation – The Impact

- ॐ All cargo must be screened at the piece level by TSA-approved methods prior to being loaded on a passenger aircraft.
- ॐ Due to the volume of cargo involved, screening capacity at a single point in the supply chain is not sufficient enough to accomplish this requirement.
- ॐ Significant carrier delays, cargo backlogs, and transit time increases can be expected if single points of screening are relied upon.

~15 million pounds
moves on PAX daily.



August 2010
100% Screening Required
by Congress

Cargo must be broken
down to piece level and
screened by piece.



Understanding the Legislation – The Impact

- ॐ In current economic environment, even more imperative to remain competitive and to *sustain* freight business. Thus:
 - ॐ Speed, Cost and Reliability are the essence in business model, while
 - ॐ Meeting the Regulator's requirements

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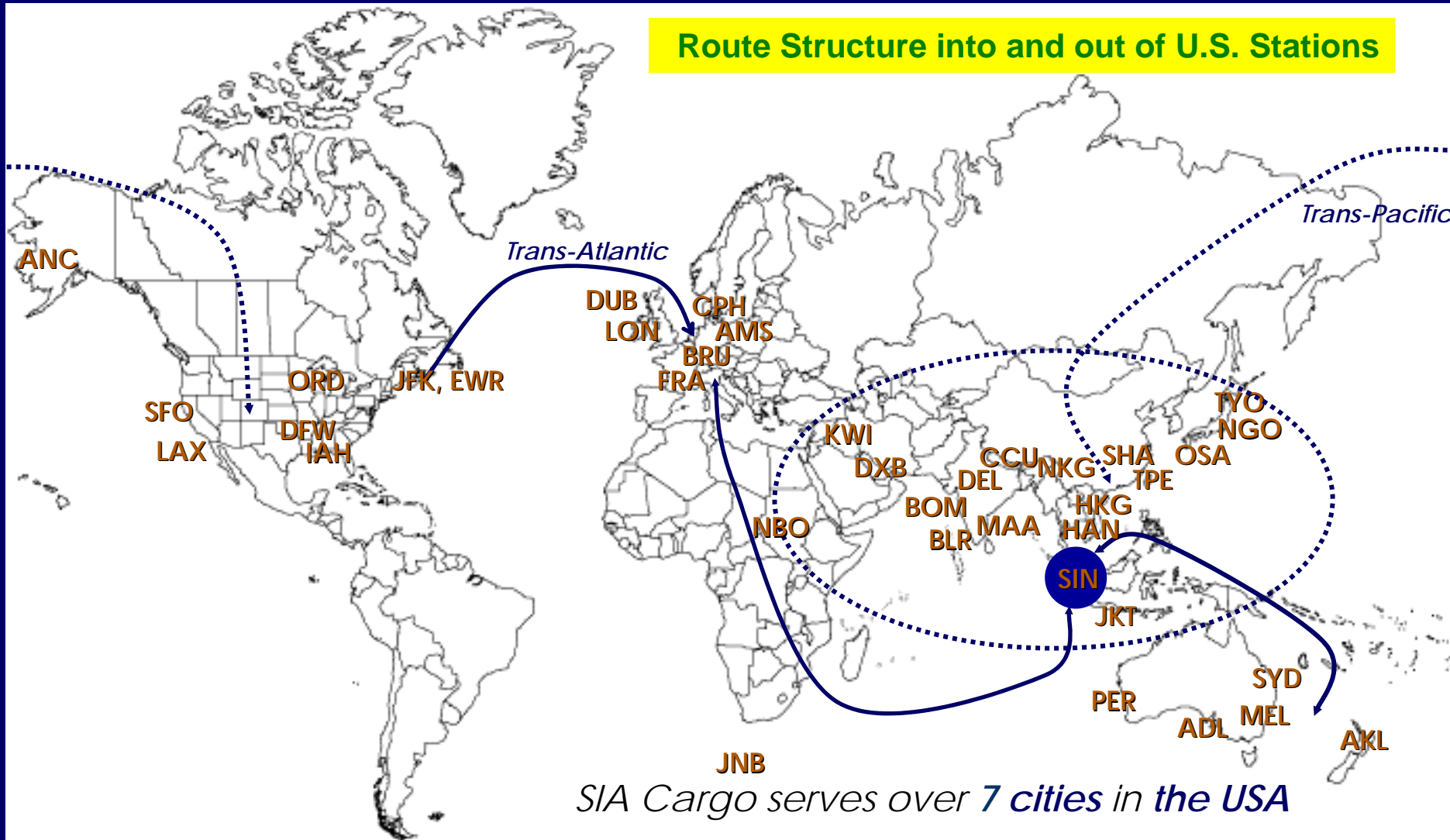
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Aircraft Fleet & Cargo Capacity

<i>Aircraft</i>	<i>Type</i>	<i>Fleet Size</i>	<i>Cargo Capacity</i>
Freighter	B747-400F	13*	110 Tons
Passenger	B747-400	15	15 Tons
	B777-200	31	17 Tons
	B777-200ER	15	14 Tons
	B777-300	12	24 Tons
	B777-300ER	19	26.5 Tons
	A340-500	5	15 Tons
	A380-800	6	20 Tons

Gap Analysis – Route Structure Affected

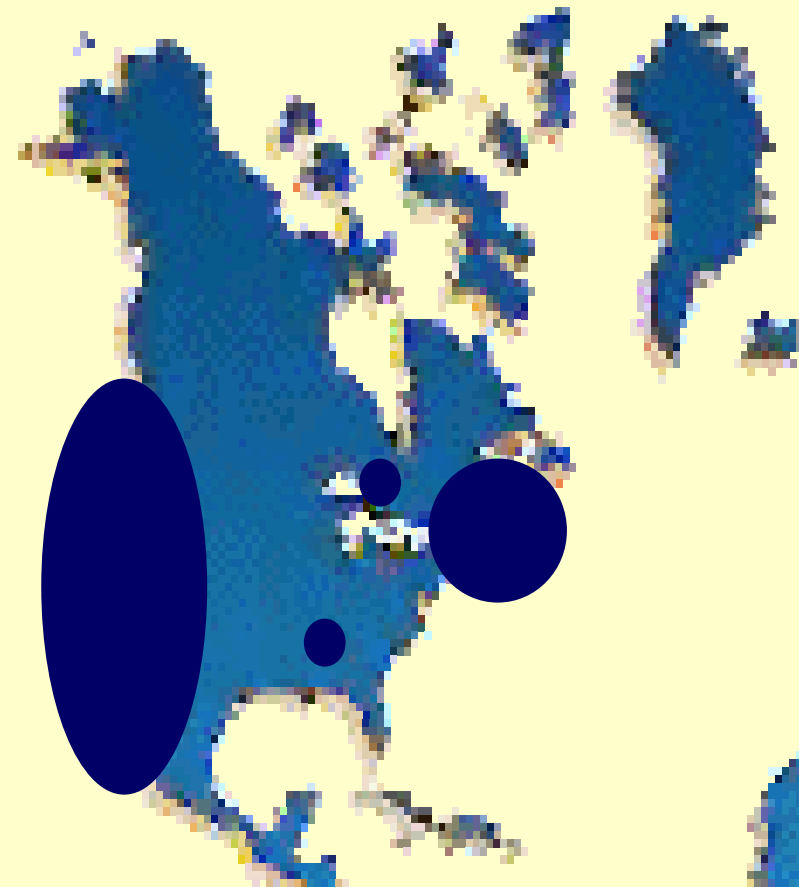
Route Structure into and out of U.S. Stations



Gap Analysis – Frequency to Determine Loads

<i>Country/City</i>	<i>Pax</i>	<i>Freighter</i>
United States of America		
San Francisco	14 x	-
Los Angeles	21 x	13 x
Dallas	-	6 x
Chicago	-	6 x
New York	7 x	
Newark	7 x	
Houston	3 x	
Canada		
Vancouver	3 x	-

weekly frequencies



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ॐ X-ray machine

ॐ Additional resources required and slower through put (minimum of 03 man team)

ॐ Subject to screener's interpretation (distracted by other activities) screener must be rotated every 30 minutes

Limitations

- Dimensions – impact on odd sized cargo
- Static position and must be secured with bollards to prevent damage to the machine from tractors/forklifts
- Constant load of heavy shipments on the conveyor belt will result damage to the conveyor belt and roller motor
- Software calibration for the colour codes records (Regulators requirement)
- Test kit calibration at the start and every 8 hours of operation (Regulators requirement)

ॐ Physical Search

Time consuming but effective

Limitations

- Safety hazard for screener handling wooden crates secured with nails and metals straps
- Carpentry tools is required and safety equipments must be provided
- Prone to injury to screener

ॐ Explosive Trace Detector (ETD)

ॐ Speed and reliable. Able to swipe multiple pieces of cargo and analyse. Results are machine based rather human interpretation

ॐ Mobile and can be operated by individual.

ॐ Operated by direct electricity or battery powered

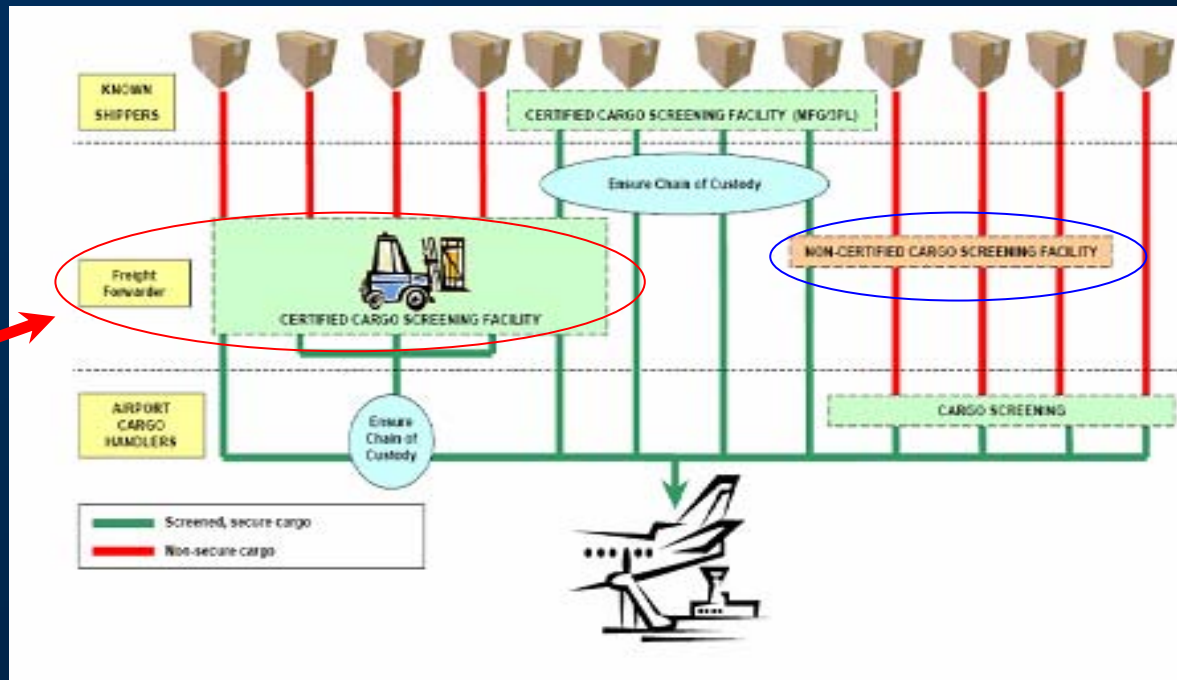
Limitations

- Consumables cost and regular maintenance
- Handle with care to avoid dropping
- Switching off and on to operational status will take up to 1-hour.
- Must be switched on at all times
- Purging at intervals
- Proper maintenance and consumables replacements
- Maintenance records subject to regulator's inspection/audit

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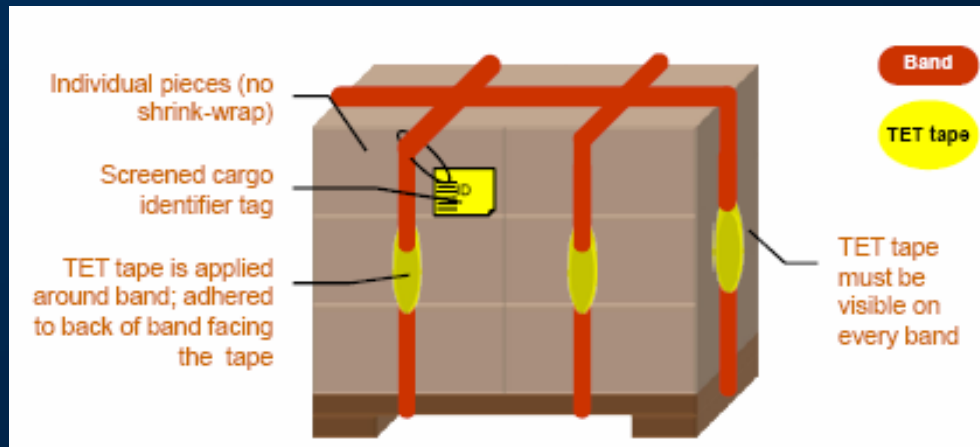
Working with the Independent Air Carriers (IACs)

- ॐ IACs to screen cargo before delivering to Air-Carrier (Meeting TSA requirement)
- ॐ Cargo transported in a secured truck with employees who have undergone STA and issued with security badges
- ॐ Cargo not screened delivered to Air Carrier preferably 24 hours before departure



The Role of the Independent Air Carriers

- ॐ Screening by TSA Approved Methods
- ॐ Tamper Evident Seals and Tape to indicate piece of cargo has been screened
- ॐ Build up under CCTV security surveillance.
- ॐ IAC declaration to Air Carrier



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Security Screening

ॐ In-House

Appropriate for a Air Carrier operating a warehouse servicing other air carriers.

Cost effective for investment on the security equipment and personnel

ॐ Out-Sourced

Appropriate for air carriers operating on a leased space or contracted to Ground Handling Agents (GHA) to perform the cargo handling operations.

Cost effective as no investment on recurring cost to maintain the equipment meeting the regulator's standards

Industry Partnership

ॐ Recognition of Alliance partners security screening of cargo

ॐ C-TPAT accredited

ॐ Recognition of Outsourced Security Screening Agencies

Gotcha!! Here's your LOI

THANK YOU