

## Basic Cargo Screening FAQ's

**Question:** Why does cargo have to be screened?

**Answer:** On August 3, 2007, President Bush signed into law *Implementing the 9/11 Commission Recommendations Act of 2007* legislation requiring the Secretary of Homeland Security to establish a system for industry to screen 100% of cargo transported on passenger aircraft at a level of security commensurate with the level of security of passenger checked baggage, within three years. In addition, the legislation set an interim milestone to screen 50% of all cargo shipped on passenger aircraft within 18 months of enactment on February 1, 2009. The impact of the Act is that all cargo uplifted in the US must be screened at the piece level by Transportation Security Administration (TSA) approved methods prior to being loaded onto a passenger aircraft.

In order to achieve this goal, the TSA has taken several steps toward achieving screening compliance, including:

### 1. Narrow-Body Cargo

As of October 2008, all cargo uplifted in the US on narrow body aircraft (export or domestic flights) has had to be **100% screened at the piece level** (i.e. netted, containerized, shrink wrapped skids, etc. must be disassembled and all pieces screened individually). This segment represents more than 90 percent of the aircraft in the US, but only a small percentage of cargo carried on passenger aircraft.

### 2. Standard Security Program Updates

The new mandated security programs for passenger airlines, following the Congressional mandate, require that **50% of all cargo uplifted on a passenger aircraft in the US be screened at the piece level effective February 1, 2009**. However, this is expected to have a significant delay impact on passenger carrier cargo operations if carriers solely screen this cargo. The vast majority of air cargo, by weight and number of pieces, is containerized and carried on wide-body aircraft. As these flights are heavily concentrated at major gateway cities, the impact will be most severe for export cargo at those locations.

The TSA's answer to that challenge is to enable screening further up the supply chain to TSA-certified freight forwarders and shippers in addition to airport facilities. TSA is then creating a secure chain of custody from the screening location to the airport. DB Schenker/BAX are active participants in this program known as the Certified Cargo Screening Program (CCSP), which is another method of screening.

### 3. Certified Cargo Screening Program (CCSP)

The most effective means to assist industry in meeting the congressional mandate of screening 100 percent of cargo transported on passenger aircraft by August 2010, and the initial challenges required in screening cargo at the piece level when the 50% mandate is effective, is to employ a supply chain wide solution.

***More significantly, air cargo received by passenger air carriers already screened and thus can bypass the anticipated airline screening backlogs and delays.*** The screening requirements apply for all flights originating in the US and its territories, for both US based and non-US based passenger air carriers.

**Question: What will Schenker-BAX do in response to the new requirements?**

**Answer:** Efforts were made starting mid-September to obtain the designation of Certified Cargo Screening Facilities (CCSFs) at our gateways in Atlanta, Chicago, Dallas, Los Angeles, Miami, Newark, and New York. After considerable work, facility upgrades, equipment acquisition, training of management and staff, and implementation of new procedures, certification was granted by the TSA. CCSFs are legally empowered to screen cargo subject to rules imposed by the U.S. Transportation Security Administration (TSA.) Shipments screened at our CCSFs will require no further attention by the airlines. DB Schenker/BAX CCSFs will tender screened cargo to the airlines starting February 3, 2009.

**Question: What are the airlines doing?**

**Answer:** The airlines have been screening one hundred percent of all cargo moving on narrow-body passenger flights since October 2008 and will continue to do so. The passenger airlines bear a major share of the new screening burden. They are currently, and have for some time, been screening a minor portion of the cargo that moves on wide-body passenger flights. Starting in February, that portion increases to fifty percent. Eighteen months from now, one hundred percent passenger flight cargo screening becomes mandatory.

**Question: I import shipments by air to the U.S. Will they be screened, too?**

**Answer:** At this time, it depends on the origin countries and their respective laws. We are waiting to hear more about this from the TSA.

**Question: Who will do the screening? Schenker-BAX employees, the TSA or some security guard company?**

**Answer:** In most locations, it will be employees, but we reserve the right to use fully vetted and trained business partners as that is an option given to us with this program.

**Question: Are screeners specially trained?**

**Answer:** Yes, Specific training must be given to these people as a requirement for being certified.

**Question: How will my shipments be screened by DB Schenker/BAX?**

**Answer:** We will be using one of three options available to us: E.T.D. (explosives trace detection,) X-Ray, and Physical search.

**Question: Will the airlines use different methods?**

**Answer:** The only other method that might be employed at this time is canine teams deployed by the TSA.

**Question:** Will there be a fee for screening cargo?

**Answer:** There will be a charge for screening cargo whether it's done by an airline or a CCSF like DB Schenker/BAX. We will not assess a fee or screening surcharge until April 1, 2009 at the earliest. Although the process of preparing to screen has been costly, we do not yet know the entire impact. We will provide our customers no less than thirty days advance notice of charges that may be assessed.

**Question:** Will the fees ultimately assessed be per kilogram, per shipment or per piece?

**Answer:** At this time, we know screening to be a somewhat piece-driven task, but as stated above, it is too early to make a determination. We note that so far, only a few airlines have announced decisions about charging for screening and there is little in the way of consistency. At least two will charge by piece, several will base their charges per kilogram, at least one will charge per master air waybill, and some have announced no charge yet pending further study. A few have also announced increases to their security surcharge rates.

**Question:** If fifty percent screening is required and my freight is part of the fifty percent not screened, must I pay the fee for the unscreened freight?

**Answer:** Screening charges will be assessed on all shipments that move on passenger flights. Please remember that cargo screening becomes mandatory for one hundred percent of freight moving on passenger flights by August, 2010.

**Question:** Do I have to grant consent to screen my cargo?

**Answer:** All shippers are required to consent to cargo screening. The DB Schenker/BAX House Air bills will have language in the terms and conditions section with this requirement. Any shipper who does not use the BAX/Schenker House Air bills will need to provide a correspondence on their company letterhead, giving consent to DB Schenker/BAX to perform screening of their cargo.

The following information must be included on the customer's letterhead:

Notification to: DB Schenker/BAX

Date of notification: \_\_\_\_\_

*[insert shipper name]* authorizes consent to screen all cargo tendered for transportation by air from the date of this notification forward.

It is understood that DB Schenker/BAX will maintain this document for a minimum of 30 days after any termination of an air cargo business relationship, and that this document will be made available to the TSA upon request.

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Telephone: \_\_\_\_\_

**Question: What if I do not want my freight to be screened?**

**Answer:** If we cannot screen your freight, we will not be able to transport it by air. Further to this, the law requires that shippers who refuse to have their freight screened be reported to the authorities.

**Question: Can I restrict screening so that my shipments are not x-rayed?**

**Answer:** This may be considered. If this is allowed, we will need to work with you to determine and confirm in writing, in advance, why a particular screening method cannot be used for your cargo. You will need to contact your DB Schenker/BAX sales executive to begin the discussion about possibly restricting the screening methods used on your cargo.

**Question: Are x-rays safe? Are they regulated by and compliant with the laws of the United States and other regulatory and standard agencies?**

**Answer:** The x-ray equipment approved by the TSA for cargo screening and that which we will employ, complies with applicable international health and safety regulations including USA FDA X-ray systems (federal standard 21CFR1020.40) and Health and Safety at Work Act 1974-section 6, amended by the consumer protection act of 1987. Maximum radiation leakage is less than 0.1mR/hr in contact with outer panels. The equipment is CE compliant, FCC and IEC compliant, and UL compliant. Additionally, we will obtain the necessary state and local licenses required to operate X-ray equipment at our CCSFs.

**Question: How do I register my screening restrictions?**

**Answer:** Your DB Schenker/BAX sales representative can discuss the process with you.

**Question: Can I avoid having my freight screened if I only use all cargo freighters?**

**Answer:** There is no way to “avoid” having freight screened with this program. In addition, it is important to note that cargo transported on all-cargo flights is subject to the screening requirements for the all-cargo carriers and thus selecting this mode of transport does not “avoid” screening. It is advisable that you consult with you Sales representative to find out the routing of your cargo and whether it will move via Passenger or All Cargo flights. In some cases, all-cargo aircraft may not fly to certain destinations or regions. Remember that timely service may not be possible if movement is confined to all-cargo aircraft or to a means other than by air.

**Question: What if I am a known shipper? Does that exempt my freight from screening?**

**Answer:** No, all shippers are subject to having their cargo screened.

**Question: Can shippers screen cargo themselves?**

**Answer:** There is a program that is sponsored by the TSA. The shippers can become certified to screen their own cargo by participating in that program. If a shipper is interested to become part of that program, they can find out more by contacting the TSA directly at [ccsp@dhs.gov](mailto:ccsp@dhs.gov).

**Question: What if my company is a TSA-certified shipper?**

**Answer:** We need to know that. There are security and chain of custody requirements that must be followed throughout the supply chain, including the forwarder. Once we are informed that a shipper is certified, local provisions will be made to ensure the security requirements are discussed and implemented accordingly. We are certified to accept cargo from certified shippers, but need to know so we can plan and implement.

**Question:** **Can I avoid having my skidded shipments broken down?**

**Answer:** Skidded shipments will either be broken down or screened while on the skid. It will depend on configuration of the pieces on the skids.

**Question:** **If my skids are broken down, will the skids be put back together?**

**Answer:** We will make all possible efforts to re-skid freight that must be un-skidded.

**Question:** **Will re-skidding or re-shrink-wrapping incur additional cost?**

**Answer:** At this time, we will assess no charges for screening cargo and will not make that assessment until we understand more completely our costs

**Question:** **Knowing that my skids may be broken down, what should I do in advance to eliminate the potential for problems?**

**Answer:** First, label each and every piece. Second, be sure the shipment's documentation accurately describes the number of cartons as well as the number of skids.

**Question:** **Will I be able to tell if my freight has been screened?**

**Answer:** Screened cargo will have an identifying markings placed on it once it is screened.

**Question:** **Will I be able to tell the screening method that was used?**

**Answer:** No.

**Question:** **What if my freight is damaged during the screening process?**

**Answer:** If you believe that your freight is potentially susceptible to damage by screening, we will need to work with you to determine and confirm in writing, in advance, why a particular screening method cannot be used for your cargo. This needs to be addressed to and through the DB Schenker/BAX Sales person handling your account.

**Question:** **I ship perishables sealed inside special containers with dry ice or wet ice. If they are screened, they can be ruined. What should I do?**

**Answer:** If you believe that your freight is potentially susceptible to damage by screening, we will need to work with you to determine and confirm in writing, in advance, why a particular screening method cannot be used for your cargo. This needs to be addressed to and through the DB Schenker/BAX Sales person handling your account.

**Question:** **I ship dangerous goods that probably should not be screened, but I'm not sure. What should I do?**

**Answer:** If you believe that your freight is potentially susceptible to damage by screening, we will need to work with you to determine and confirm in writing, in advance, why a particular screening method cannot be used for your cargo. This needs to



be addressed to and through the DB Schenker/BAX Sales person handling your account.

**Question: If I have questions about the cargo screening program, whom do I call?**

**Answer:** Questions or concerns can certainly be discussed with your DB Schenker/BAX sales executive. Additionally, you can send in your questions to our CCSP hotline at [CCSP@dbschenker.com](mailto:CCSP@dbschenker.com).

The Transportation Security Administration offers information on cargo screening activities at [www.dhs.gov](http://www.dhs.gov).