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Effective February 1<sup>st</sup>, 2009, the Transportation Security Administration (TSA) has implemented a new cargo screening program called the Certified Cargo Screening Program (CCSP). The purpose of CCSP is to ensure compliance with the *9/11 Commission Act of 2007* which was signed into law August 3, 2007. This act requires 100% screening of all cargo that will be transported on passenger flights within and departing the United States by August 2010. There is an immediate requirement that 50% of all cargo must be screened by February 1, 2009.

CCSP requires the TSA to establish Certified Cargo Screening Facilities (CCSF). These screening sights can be the facilities of: the actual shipper, freight forwarder, airline, or third party entities. Once the cargo is screened by a CCSF, a documented chain of custody must be maintained until the cargo is tendered to the airline. Screening can either be conducted using technology (x-ray) or manually (open, inspect, and reseal carton). The mode of screening is depending upon the method the CCSF applies for, AND, the type of commodity that is shipping. Not all commodities qualify for technology type screening and therefore will require a manual type inspection.

The airlines are presently screening close to 100% of all cargo moving on passenger flights. To date there have been no significant backlogs or problems associated with this screening process, therefore, Mainfreight USA will continue to work with its airline partners to provide the required screening of cargo. In addition, Mainfreight San Francisco is working with the TSA to become a Certified Cargo Screening Facility.

We also continue to encourage any customer who may qualify, or have an interest in becoming a CCSF, to let us know and we will work with our TSA colleagues in Washington DC to enroll you in the program. In most cases, a shipper CCSF will not require the purchase of technology for screening and its associated costs.

Please let us know if you have any questions about the CCSP. In the meantime, we will continue to monitor the development of the program and publish updates.

Sincerely,

Jay Bellin  
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