CCSP OVERVIEW

The U.S. Transportation Security Administration (TSA) has a legislative mandate to establish a system for air-industry security screening of all cargo transported on passenger aircraft by August 3, 2010.

TSA’s approach to this 100-percent screening has sought to balance industry operations requirements with passenger air travel needs.

A key component of this strategy is the Certified Cargo Screening Program (CCSP). This voluntary program is designed to enable vetted, validated, and certified supply-chain facilities to screen air cargo prior to delivering it to the air carrier.

PIECE-LEVEL SCREENING

The TSA has been required to establish a system ensuring all cargo transported on passenger aircraft is screened at a level of security equivalent to passenger baggage. This requires screening at the piece level, that is, the individual item within a shipment.

Shipments tendered on skids and shrink-wrapped must be taken apart so pieces can be screened. Most wide-body cargo flows through freight forwarders (consolidators), who typically "containerize / palletize" this cargo prior to tendering it to airlines.

Airlines typically lack space to “de-palletize,” screen, and re-configure these shipments, so if “airlines only” must screen all such cargo, they anticipate significant delays, increased processing / cut-off times and costs.

KUEHNE + NAGEL: CERTIFIED SINCE JANUARY 2009

Kuehne + Nagel participated in the TSA screening technology pilot program from the outset. As a result, we were able to provide developmental input, as well as be among the first entities operating multiple TSA-approved “Certified Cargo Security Facilities” (CCSFs).

CCSFs must carry out a TSA-approved security program and adhere to strict chain-of-custody requirements to secure cargo from the time it is screened until it is loaded onto a passenger aircraft. They also must implement a multi-layered security program that includes appointing security coordinators, strict access controls and vetting of key personnel.

Kuehne + Nagel made significant investments in non-intrusive screening technology -- including X-ray equipment and explosives-trace detectors -- as well as investments in personnel, training, enhanced facility security, program administration and chain of custody procedures.

This ensures a minimal physical impact to customers’ cargo, while enhancing our ability to screen high volumes, effectively and securely.

All our major U.S. gateways, as well as selected strategic locations, were certified as of January 2009 and have since been tendering "screened" cargo.
These locations include:

- Atlanta (ATL)
- Dallas (DAL)
- Chicago (CHI)
- Charlotte (CLT)
- Houston (HOU)
- Washington-Dulles (IAD)
- Los Angeles (LAX)
- Miami (MIA)
- Philadelphia (PHL)
- Orlando (ORL)
- San Francisco (SFO)

Through certification of our facilities, Kuehne + Nagel has the ability to screen cargo within secure premises, by professional and trained personnel, handling our customers’ cargo with care. This includes the commensurate re-building of cargo configurations, followed by the subsequent tender of cargo to the air carrier as “screened.”

SAFETY ACT

Kuehne + Nagel has made an investment which allows us to participate in the U.S. Department of Homeland Security’s SAFETY (Support Anti-terrorism by Fostering Effective Technologies) Act of 2002. The act provides liability limitations from litigation due to an act of terrorism. Kuehne + Nagel has been awarded SAFETY Act “designation” status under CCSP.

As one of the few IACs holding this designation Kuehne + Nagel is able to extend its liability limitations to all customers for anti-terrorism services, such as cargo screening.

SCREENING CONSENT

TSA regulations specify that screening consent must be obtained for all air cargo, whether it is uplifting on passenger or all-cargo freighter aircraft, and regardless of whether the cargo actually is screened.

This consent must be obtained from the U.S. entity (shipper) offering the cargo for transport. Kuehne + Nagel can provide shippers with the required wording which can be issued as a one-time blanket statement or appear on shipment-related documents on a per-shipment or transaction basis.

RECOMMENDATIONS FOR CUSTOMERS

Kuehne + Nagel can help you with:

- Best practices
- General screening timelines
- Optimal days to tender cargo
- Lift options
- Most effective cargo configuration for screening and build out

Please contact your local sales representative, nearest Kuehne + Nagel office or email airsecurityinquiries@Kuehne-Nagel.com.