

# In 2010, How Will 100 Percent Cargo Screening Impact Airports?



**THE AIRLINE, LOGISTICS** and security industries are taking stock and plotting strategies in response to H.R. 1, signed into law by President Bush last August, mandating 100 percent screening of air cargo by 2010. Without

a doubt, a new air cargo security paradigm will be emerging.

The task is to determine what security mechanisms need to be put in place that both accomplish the mandated screening requirements yet minimize the impact on the flow of commerce.

The Transportation Security Administration (TSA) has always promoted the philosophy of layered security, which has been supported by several aviation industry groups. Pushing some of the security responsibility up the supply chain is a big part of this strategy, where the Known Shipper Program will be integrated into the newer Known Shipper Management System. The significant changes will enhance the present voluntary Known Shipper Program by mandating the use of the Known Shipper Management System, allowing the TSA to directly vet and then approve shippers to become part of the program. The key will hinge on how and what screening methods will be put in place and then where that screening will take place.

The immediate question is whether on-airport cargo warehouses have adequate space to accept, stage, screen, build-up and store 100 percent of the cargo. Prior to the introduction of screening, typical cargo carrier handling would consist of acceptance, build-up and intact unit storage with a small amount

of staging occurring prior to build-up. Today, staging represents a significant additional handling element, taking up a considerable amount of space and time as part of the screening process.

While many on-airport facilities have adjusted their handling to accommodate the present 30 percent requirement, it is not likely that today's facilities can accommodate the new 100 percent requirement in less than three years without drastic changes that will likely include facility size. When considering 100 percent screening, air cargo handling dynamics will change, requiring more floor space needed for staging and screening. This could challenge the attractiveness of intact unit vertical storage, which has been the premise behind many years of an industry investment strategy, prompting the creation of sophisticated material handling systems.

The ultimate concern is that new security regulations will have a significant impact on air cargo handling. Adding to the complexity, the industry's perceptions of those regulations today cannot account for the ways in which they will ultimately be enforced. Unless security compliance alternatives are put in place to supplement the additional cost for screening, planning for 2010 could take unfortunate missteps, leading to inefficiencies and unnecessary costs.

Under the new regulations, larger warehouse (with more rent), additional

manpower for screening, additional manpower for cargo handling, longer cut-off times, less efficient build-up, reduction in cargo loaded on an aircraft and opportunity for mishandling and penalties all represent the type of ripple effect we can expect in 2010.

Airport operators as well as other stakeholders must begin preparing and acting now in order to minimize the impact new security poses for tomorrow. The successful implementation of air cargo security programs today could very well dictate where cargo is best handled in 2010. ■

**BOB CATON**  
VICE PRESIDENT, AIRPORT FACILITIES GROUP  
AMB PROPERTY CORP.

*Bob Caton is responsible for leasing and marketing AMB's air cargo facilities at JFK International Airport. He has more than 30 years of experience in air cargo operations. Prior to joining AMB in 2006, he served as president of CSTA Cargo Shipping Transportation Analysts, an air cargo consulting firm that specializes in facility operations, cargo flow analysis and ground handling business development.*

## WEBLINKS

For more on the TSA Known Shipper Management System, go to:

[www.tsa.gov/what\\_we\\_do/layers/aircargo/steps.shtml](http://www.tsa.gov/what_we_do/layers/aircargo/steps.shtml)

For a history and synopsis and the full text of H.R. 1, visit:

[www.govtrack.us/congress/bill.xpd?bill=h110-1](http://www.govtrack.us/congress/bill.xpd?bill=h110-1)

Read President Bush's comments on the signing of the legislation at:

[www.whitehouse.gov/news/releases/2007/08/20070803-1.html](http://www.whitehouse.gov/news/releases/2007/08/20070803-1.html)

THE VOICE OF AIRPORTS

APRIL 2008 | [www.aci-na.org](http://www.aci-na.org)

# centerlines



## A TALE OF TWO REGIONALS

JOE RANDELL, AIR CANADA JAZZ  
BRYAN BEDFORD, REPUBLIC AIRWAYS



ALSO: AIRPORT BRANDING | TAXI SERVICE STANDARDS | REMOTE PASSENGER CHECK-IN |  
DEICING | INDIANAPOLIS MASTERS PART 139 | THE INTEGRATED AIRPORT PROJECT

AIRPORTS COUNCIL  
INTERNATIONAL