

Mr. Rome Hartman
Executive Producer, CBS Evening News
CBS Evening News
524 West 57th Street
New York, NY 10019

Dear Mr. Hartman,

I am writing to express my concern over the CBS Investigative News piece "Air Cargo Loopholes May Risk Security" that aired Monday, October 23rd, 2006. The Airforwarders Association (AFA) was contacted in late August by the CBS News Investigative research team for background purposes in order to build a foundation of knowledge on air cargo security that would inform the reporters working on the piece. We are always happy to help the media understand the multifaceted aspects of cargo security known as the "layered approach" and are always willing to assist the media in crafting balanced stories.

However, the broadcast on the 23rd left an inaccurate impression of how the air cargo system works. The most notable discrepancy was with regard to the Known Shipper program and its application to the international flights your team chose. During our discussions with your research team, we highlighted the difference between how cargo is screened and certified when sent domestically versus the international process.

When dealing with domestic flights, or international flights that originate in the United States, the Transportation Security Administration (TSA) is responsible for the oversight of the multi-layered approach to air cargo security, of which Known Shipper is an important component. TSA has taken over administration of the Known Shipper database and requires freight forwarders to regularly submit to verification and examination of the vetting of Known Shippers to ensure compliance with the regulations.

The CBS News piece, however, dealt solely with international flights that did not originate in the United States, and therefore are subject to the country of flight origin's air cargo requirements, which vary substantially from nation to nation. I explicitly made this point clear to your research team during our two background conversations. Despite this information, the piece charges TSA with lax oversight over these packages and says they were not subject to Known Shipper regulations. This is misleading on a number of fronts.

While the broadcast asserts that, "the airline industry -- both here and around the world - instituted what's called the "Known Shipper" program to deter a terrorist attack", TSA can only enforce our stringent version of Known Shipper when flights originate in JFK going to Heathrow, rather than Heathrow to JFK as your segment tested. Moreover, we explained that international packages are taken to Customs and cleared, yet you exempted any discussion of comparable Customs security procedures from the segment.

We would respectfully ask that you take measures to correct the story and provide the accurate information as it relates to TSA and the Known Shipper regulations. We retain the sincere hope that in the future, AFA and CBS can work together to produce a segment that details the

ways in which the players in the aviation industry - airlines, freight forwarders and shippers - have worked collaboratively and with TSA to implement the extremely strong multilayered approach to air cargo security we have today.

I ask that you please respond to me and give us the opportunity to further explain and express our concerns.

Sincerely,

Brandon Fried, Executive Director

Airforwarders Association

cc: Mr. Armen Keteyian

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Brandon Fried, Executive Director
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