

**POLICY RESOLUTION PR-4-06**

**TITLE: AIR CARGO SECURITY**

---

**WHEREAS**, there have been proposals in Congress to mandate up to 100% inspection of air cargo, regardless of risk threat, would undermine the nation's economic health and competitive position in global trade by adding expensive and unnecessary bureaucratic procedures; and

**WHEREAS**, the ideal program will enhance cargo security without needlessly eroding the efficiency and timesaving benefits of air cargo transport upon which manufacturers and distributors depend. As a mode, air cargo transport's economic and operational sensitivity to delay is without peer and imposes singular challenges on airports as the facilitating infrastructure; and

**WHEREAS**, currently air cargo security rules provide for identification of "known shippers" and use of selected, risk based inspection and/or screening. In addition the current program utilizes new technology in examining cargo as well as telecommunications and tracking systems to provide intelligence on shippers and/or cargo that may pose potential threats. Further, it is recognized that all-cargo aircraft are less attractive to potential terrorist acts due to the level of security and the relatively lower public relations impact a cargo aircraft might have than one carrying passengers. The currently system, with consistent upgrades and oversight by DHS is the appropriate, risk based approach to air cargo security; and

**WHEREAS**, the economic impact on the Gross Domestic Product of inspecting each and every package, not to mention each affected state and airport, would be incalculable. Trucks and aircraft across the nation would be lined up for inspection while delivery schedules of heavy cargo as well as express cargo would be seriously disrupted. Distributors and retailers would have to increase inventory investments instead of relying to the extent they do on "time definite" arrival to fill their customers' orders. Industry presentations at the ACI-NA Air Cargo Symposium in March, 2006 reported that a 100% air cargo inspection program would actually have the opposite effect; it would reduce the availability of resources to focus on actual threats.

**NOW, THEREFORE, BE IT RESOLVED**, by the American Association of State Highway and Transportation Officials that Congress adopt a threat-based (i.e., risk-based) system of air cargo inspection and screening rather than a universal program.