

**MUSSON INTERNATIONAL FREIGHT FWDRS – LA, LLC**  
**18568 ASUNCION STREET, NORTHRIDGE, CA 91326**  
**PHONE: 818-366-3542 FAX: 818-366-3582**  
[www.mussonfreight.com](http://www.mussonfreight.com)

February 10, 2009

To All Clients  
RE: Regulatory Changes

This letter is to clarify recent regulatory changes, as we understand them, and to explain any ramifications to your business.

CONSENT TO SEARCH:

Effective February 1, 2009 all air freight traveling in the United States, or moving from within the United States to outside the United States, that will travel on a passenger airplane, is subject to review by various mechanical or hand screening technologies. This is a continuation of our security procedures stemming from the 9/11-commission report, as enacted by Congress. Your consent to search must be given to each forwarder you use for air freight. We ask that you provide us with a general consent for your airfreight shipments on your company letterhead. This will allow you to send standard documentation as that currently produced by your computer systems. If this is not received, then each shipment's documentation will need this acceptance of and authorization to screen, such as on each commercial invoice. We recommend that our clients prepare a blanket acceptance of this new regulation that we can keep on file.

The language would be similar to: "Company ABC hereby grants Musson International Freight Fwdrs – LA, LLC authorization to search or scan any of our air freight as appropriate per current USA regulations. We understand this search or scan can take various forms, including but not limited to X-Ray technology, explosives detection, canine, or human search. We understand that this search or scan is to be done on the piece level, so we grant authorization for our pallets to be broken down to carton level if appropriate."

If this poses a problem for any of our clients, such as unexposed film, or other materials that may be damaged by one of the above methods, please contact our office at the number above and we will counsel you on the best course of action. It also means that for air freight bound for passenger aircraft, you should NOT

band your cargo, just do a shrink wrap, as the bands will have to be broken anyway.

#### CLEAN TRUCK FEE:

Effective February 18, 2009 the ports of Los Angeles and Long Beach will be collecting a Clean Truck Fee of \$35 per 20' and \$75 per 40' container, for all containers moving through the harbor system. Revenue from this program will allow the funding of the old truck replacement program, designed to get the old, polluting trucks off our roads. This fee applies to any container, inbound or outbound, that is trucked through the gates at either the Los Angeles or Long Beach port. Further information is available at the website:

[www.pierpass-tmf.org](http://www.pierpass-tmf.org) (this also has information on the pierpass program if you are interested in that; pierpass has been operating for some time now).

#### 10+2 IMPORT FILING:

Four additional data elements are now required for import entries to US Customs, and these must be filed at origin prior to loading the vessel. While the US importer of record or their broker may file, it is expected this will be handled by those currently filing the AMS entries (Advanced Manifest System). This is typically the agent at the port of origin. There is a one-year transition period during which time no fines will be levied, as parties get familiar with the new regulation and procedures are established. Most of you will not notice this change, but we want to make sure that you are aware of it. Further information is available at the Customs website:

[http://www.cbp.gov/xp/cgov/trade/cargo\\_security/carriers/security\\_filing](http://www.cbp.gov/xp/cgov/trade/cargo_security/carriers/security_filing)