

Establishing Automated Risk Management Systems - A requirement under the US Container Security Initiative.

Issues of the US Container Security Initiative revolve around making sure that containers are being examined *before* they are shipped to the US - and that nothing happens on the way.

To be able to improve security, without stopping the flow of containers, automatic systems are favoured where key information is transferred through the logistic chain and analysed looking for suspicious cargo.

Innovative new equipment, such as the RAT™ system from Swedish firm Loxystem AB, can improve the quality of new Risk Management Systems that has been put forward under the US Container Security Initiative. Designed primary for securing containers on the deck of container ships making the loading and discharge operation safe and efficient, the RAT system can also help identify and combat breaches in the integrity of containers destined for US import.

The RAT systems main feature is that the twistlocks securing containers on the ship are controlled by remote making automated unloading possible. The system also offers a possibility to enter data regarding the shipment, the container and the goods in the twistlocks at the time of loading. This information can be read during normal unloading operation and checked against other expected data from for instance the shipping manifest. This way a suspicious container can be singled out.

Dag Tryggö, Managing Director of Loxystem, suggests deviations that a risk management system could look for with the help of the RAT™ system include:

- If information given at loading does not agree with the information given for dispatch. Automatic checking of container ID, port of origin and port of destination.
- Indication if a container is not following the expected schedule, for instance that a container temporary has been unloaded during the voyage or indications that the manifest has been manipulated stating a different port of origin than the actual place where a container was laden.
- If containers being unloaded does not agree with the list of containers for dispatch.

Making sure that containers are followed from the port of origin to the port of destination and using the twistlocks mounted on a container to check if the information stated for a container agree with actual port of loading, actual date etc. will add to other efforts to improve safety throughout the supply chain.

The use of an automatic unloading system with remote controlled twistlocks is yet one more step to fully automate information transfer and container handling in ports. Together with risk management techniques the RAT system improves security without hindering day to day operation.

Ways to improved risk management with the use of automated systems is something looked for by many of the ongoing initiatives and programmes trying to raise the security of container shipments:

- WCO, The World Customs Organization, recommend the maximum use of Automated Targeting Systems, ATS, risk management techniques and the integration of data collection devices. WCO run programs such as the SAFE framework of standards and appoint Authorised Economic Operators, AEOs. AEOs are also an important part of EU's Customs Security Programme, CSP.
- The Secure Trade Partnership, STP, a voluntary certification programme administered by Singapore Customs, look for technical solutions that can help identify unauthorised handling of goods.
- C-TPAT, Customs Trade Partnership Against Terrorism, help Supply chain parties in their strive to get Secure Operator status and strengthen IT security
- Swedish customs Stairway® is a programme with the aim of making customs management more straightforward for companies that quality-assure their procedures

The use of remote automatic twistlocks is one way to improve cargo management and with the use of a technical solution identify unauthorised handling of goods during shipment and track the movements of containers on their way and thereby help identifying temporary hijacked containers.



Picture from the Port of Gothenburg – Containers being loaded on Anna Maersk.