
Container Security

An International Dilemma

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Outline

- Containerization
- Container Security Model
- The “Box” Problem
- Container Security Initiative
- The Collaboration problem
- International Collaboration
- Conclusions

The Progression of the Container

- Over the last 20 years, the traffic of containerized cargo has multiplied.
- At this time there are over 200 million containers traveling across the world's oceans every year.
- The container is now a major piece in a much larger system, the inter-modal system.



Since then...

- Since the attacks of 9/11, the world saw just how vulnerable our transportation systems can be.
- An international movement towards securing the maritime environment was seen with the implementation of:
 - The International Ship & Port Facility Security (ISPS) Code
 - Amendments to SOLAS
 - Resolutions made by World Customs Organization (WCO) & International Organization of Standardization (ISO)
 - Customs-Trade Partnership Against Terrorism (C-TPAT) & Container Security Initiative (CSI)

Container Security Model

Container Security = f (container screening +
logistical risk analysis* + rules &
regulations + personnel screening + vessel
security + intelligence + customs &/or
border protection + international
collaboration & uniformity)

* Logistical risk analysis implies looking at risk within the complete supply chain of the container, from its inception into the maritime environment to the delivery of the product.

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Stacking up the Problem



- With an extensive supply chain and limited inspection capabilities, a container can pose a serious threat
 1. The use of a container as a weapon, the “bomb in a box”
 2. A container as a carrier of a weapon meant to reach another location

The Results

- Economic Disruption – the slowing of trade
- Security breach – act of terrorism
 - Loss of Life
 - Physical Damage/Infrastructure Damage
- Environmental Damage
 - Damage to sea lanes (environmental/economic)
 - Damage to region

Risk Assessment

- In all actuality, the potential for a container to be stuffed with a weapon of some sort, and making all the way to the ship loading process is impractical
- Most risk is associated with the movement throughout the supply chain
- With the probability of many international carriers transporting a specific good throughout the supply chain, it allows for loopholes and points of vulnerability

International Collaboration

- Because 90% of world trade is carried in containers, and most of the worlds major nations rely on the successful movement of trade...
- It is important to have international collaboration in the highly globalized world that we live in to achieve the highest level of security
- To implement measures that are easily adaptable and specifically applicable to different needs.

Container Security Initiative

- The four core elements of CSI are:
 - Identify high-risk containers
 - Prescreen and evaluate containers before
 - Use technology to prescreen high-risk containers to ensure that screening can be done rapidly without slowing down the movement of trade
 - Use smarter, more secure containers, which will allow CBP officers at United States ports of arrival to identify containers that have been tampered with during transit.

Operational Ports under CSI

NORTH & SOUTH AMERICA

- Montreal, Vancouver, and Halifax, Canada
- Santos, Brazil
- Buenos Aires, Argentina
- Puerto Cortes, Honduras
- Caucedo, Dominican Republic
- Kingston, Jamaica
- Freeport, The Bahamas

EUROPE

- Rotterdam, The Netherlands
- Bremerhaven & Hamburg, Germany
- Antwerp and Zeebrugge, Belgium
- Le Havre and Marseille, France
- Gothenburg, Sweden
- La Spezia, Genoa, Naples, Gioia Tauro, and Livorno, Italy
- Felixstowe, Liverpool, Thamesport, Tilbury, and Southampton, United Kingdom (U.K.)
- Piraeus, Greece

- Algeciras, Barcelona, and Valencia, Spain
- Lisbon, Portugal

ASIA & MIDDLE EAST

- Singapore
- Yokohama, Tokyo, Nagoya and Kobe, Japan
- Hong Kong
- Pusan, South Korea
- Port Klang and Tanjung Pelepas, Malaysia
- Laem Chabang, Thailand
- Dubai, United Arab Emirates (UAE)
- Shenzhen and Shanghai
- Kaohsiung and Chi-Lung
- Colombo, Sri Lanka
- Port Salalah, Oman
- Durban, South Africa

*as of 9/28/06 – Source: US Customs & Border Patrol

A useful aid

- Container Security Initiative is an opportunity for nations across the world to secure their shipping processes as well as their economy and population
- It also allows for a model for other nations to follow if the CSI isn't quite applicable to their needs
- The World Customs Organization has implemented similar models with non-CSI members to follow

Missing Pieces

- Not only will it be difficult to achieve a higher degree of security without international collaboration, it could almost give opposite results
- But threats still exist when cargo moves without going through a CSI like process.
- Importers and exporters can not be assured that the cargo moving is safe, and nations cannot consider themselves secured.

And the Winner is...

- Economic Disruption – the slowing of trade
- Security breach – act of terrorism
 - Loss of Life
 - Physical Damage/Infrastructure Damage
- Environmental Damage
 - Damage to sea lanes (environmental/economic)
 - Damage to region
- **International Relations Damage!!**

Conclusions

- For some nations, it is difficult to implement the CSI because of its economic demands
- For other nations, CSI and other regulations touch on major issues, but aren't a perfect match
- It is important for the United States and other major nations of the world, to implement and influence other nations towards creating their own bi-lateral and multi-lateral regulations aimed at securing their own supply chain, and eventually everyone's.

Thank you for your time!

Any further questions or comments, feel free
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