

SECURITY NEWS



Congressional Testimony Stresses Cargo Container Security

According to Anthony Coscia, Chairman of the Port Authority of New York & New Jersey, "A typical container movement includes 14 different nodes, involves 30 organizations and generates as many as 30 to 40 different documents with over 200 data elements. This is the complex process in which the physical movement of a container is only one dimension of the system.

There are three other important components that must also be understood: the flow of money, the flow of information concerning that shipment and finally the transfer of accountability for the shipment, all of which must occur seamlessly in order for the cargo to be delivered to its final destination."

Mr. Coscia made this statement before the Senate Commerce, Science and Transportation Committee, stressing the importance of establishing procedures for verifying the contents of containers before they are even loaded on a ship destined for a US port.

He believes that the process must include certification that:

- the container is free of false compartments and was packed and sealed in a secure environment so that its contents cannot be tampered with

- there be an ability to verify along the route that neither the container nor cargo has been tampered with
- the container is transported under the control of responsible parties
- that the integrity of the information and information systems associated with the movement of the cargo has not been compromised

At the same meeting, Thomas S. Winkowski, Assistant Commissioner of US Customs and Border Protection (CBP) stated, "Custom-Trade Partnership Against Terrorism (C-TPAT) is an integral part of the CBP multi-layered strategy. CBP works in partnership with the trade community to better secure goods moving through the international supply chain."

Mr. Winkowski continued by saying, "Through-out 2007, CBP continued to expand and strengthen the C-TPAT program and ensure that certified member companies are fulfilling their commitment to the program by securing their goods as they move across the international supply chain to the United States."

"Securing the container is a critical part of a multi-layered approach to supply chain security,"

Mr. Winkowski added. "It should be noted that minimum criteria for participants in the C-TPAT program do include a requirement that all C-TPAT importers must affix a high security seal to all loaded containers bound for the United States. These seals must meet or exceed the current ISO/PAS 17712 specifications for high security seals. C-TPAT membership currently accounts for 46% of the total importation into the US."

Sealock is the leader in providing C-TPAT compliant seals to help importers make sure their cargos arrive at the port of destination safely. C-TPAT, compliant high security seals from Sealock undergo rigorous physical testing by an independent, ISO certified laboratory to make sure they meet and exceed ISO/PAS 17712 standards.