

# PRESS RELEASE

September 12, 2003

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## Carriers and Shippers Submit Container Security White Paper to U.S. Government

There has been considerable discussion of the design of a regime that could more effectively assess whether a container may have been tampered with while in transit. In an effort to work as closely and effectively as possible with the U.S. government, the World Shipping Council, the International Mass Retail Association, and the National Industrial Transportation League have provided the government with the attached White Paper setting forth a series of recommendations and observations.

The challenge of enhancing the security of international containerized commerce from the risk of terrorist attack is complex and multi-faceted.

Ocean carriers and shippers have been deeply involved in the various governmental initiatives that are addressing maritime security issues, and fully support the government's objectives.

Container security is a shared responsibility. The shipper is responsible for stuffing and sealing a safe and secure container. Those who have custody of the container during its transit are responsible for its security. Government also has critical responsibilities and, with the support of carriers and shippers, it has expanded its capabilities to gather and analyze advance data on all container shipments, screen all such shipments and inspect any container that raises a security question.

The paper has several parts. First, the paper proposes a specific outline of steps that the government should require for the checking and monitoring of such shipments. Today, there is not a uniform or clear set of required procedures. The paper's specific recommendations could be implemented pursuant to a government rulemaking within a short period of time, if they meet with the government's agreement.

Secondly, the paper addresses what security characteristics electronic seals should have, if they are to be considered by carriers and shippers as an alternative to meeting the proposed security monitoring requirements set forth in the paper involving high security manual seals. Not only is there no approved standard for e-seals at the present time, but potential manufacturers have not agreed on what the devices' security characteristics

should be. Carriers and shippers have identified what they believe those security characteristics should be in an effort to focus development efforts.

Thirdly, the paper discusses some of the issues that will have to be considered when determining whether additional technology can be applied to enhance containerized cargo security. Security technology cannot be developed and applied in a vacuum. Carriers and shippers have offered a number of observations about technologies, about their application, about where they may be most effectively used and about operational implications of such possibilities.

Shippers and carriers are committed to continue working with the government to address these issues, and have offered this White Paper in an effort to provide actionable suggestions for short-term measures, and considered analysis for medium and longer-term applications. We believe it is a specific, credible and actionable set of recommendations that can contribute to the enhanced security of international commerce.

The White Paper can be downloaded from the WSC website at [www.worldshipping.org](http://www.worldshipping.org) (Council News/Council Comments).