



## Logistics and the ISPS code

There are constant fears that increased security arrangements will make ports and terminals less efficient. **Olav Madland** explains how Norway is spearheading a new port security system aimed at smoothing the path for intermodal traffic

**Clearance: drivers using several ports require approval at only one to be able to visit other scheme members**

The ports industry in Norway has been working to establish a regional solution to the practical problems thrown up by the workings of SOLAS Chapter XI-2 and the ISPS Code. The hope is that if a system can be agreed on for use in Norway it could then be rolled out within the European Union.

The aim has been to develop efficient control measures to enhance security while minimising disadvantages for intermodal logistics operators. The need for this approach was acknowledged as far back as 2004 when the Norwegian Coastal Administration was informed of intermodal operators' concerns about the development of different security regimes in ports.

"Development of differing practices and identity cards proved a great drawback to sea transport and intermodal logistics, and therefore to our customers," claimed Kjell Veire, MD of Greater Stavanger Port Operations. Inge Børli, principal engineer for the Norwegian Road Hauliers' Association (NLF), agreed: "Personnel using several port facilities or ports have to be provided with an identity card for each one. This is very inconvenient and bothersome for our members."

"Furthermore the transport companies have trouble informing all ISPS port facilities after employees have resigned or if trucks are sold," added his colleague Jan Mejlænder Larsen, a senior adviser to the NLF.

"Drivers without identity cards have had to wait outside the gates all night when they have arrived after working hours," said Børli. "This is not acceptable for drivers when goods are delivered to several customers."

Operating manager and port facility security officer (PFSO) at the Port of Kristiansand Thomas Granfeldt blamed "poor co-ordination" for what he described as "an irrational, expensive and impractical" system. He pointed out that each ISPS port facility had a different system for the issue and use of identity cards.

To help them cope with the different systems some drivers write codes on the identity cards to help remember the numbers. "This is a severe security problem," Granfeldt said.

In 2006 a report urging ports to co-operate was published by a group comprised of ports, transport companies and Kystverket (the Norwegian Coastal Administration). It called for the development of

a single identity card, but did not suggest how this could be put into practice.

By the third quarter of 2007 there had been little evidence of improvement or co-ordination, so the three largest ports on the south and west coasts – Stavanger, Karmsund and Kristiansand – agreed to meet to explore solutions. These ports handle varied import and export trades including oil, containers, passengers and dry bulk cargoes.

Project co-ordinators Tom Ravndal, security supervisor at Stavanger, and Frøde Jørgensen, harbour master at Karmsund Port, felt an electronic solution was needed to eliminate paper documentation. Approval in one port should automatically ensure admission at another, they suggested.

Tor Hellesen, adviser in the Norwegian Coastal Administration and ISPS co-ordinator for Western Norway, said solutions had to meet the code's requirements and advance clearance had to be undertaken individually by the PFSO for the port facility in question.

Greater Stavanger Port Operations worked with consultant Pragma Maritime to develop the first version of the solution. The Port of Karmsund, Port of Kristiansand, the Norwegian Coastal Administration, Nordic Crisis Management (RSO), the Norwegian Oil Industry Association and several transport companies were consulted.

The essential elements are:

- A simplified system
- More efficient administration and security
- Flexibility
- Statistics supplied for invoicing, management reports and trend analysis
- Uniform forms and freight security agreements.

The deliberations led to the development of a system that allows ISPS port facilities to accept each other's procedures and checklists for advance clearance; that clarifies which port facility is responsible for which transport company; and speed audits of transport companies.

This is operated by the PortTools FSA and PortTools SE applications that were developed by Pragma Maritime. The application and its data are

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stored on a shared computer and monitored 24 hours a day, 365 days a year.

Four months after being introduced, there were 300 transport companies and 2,000 vehicles registered to the system. The ports using PortTools FSA and PortTools SE have a shared responsibility for advance clearance of the transport companies.

The freight security agreements accepted in Greater Stavanger Port Operations, for example, are registered as either a photograph or a PDF file; the transport company itself uses a web tool to manage and maintain the records of the vehicles and the registration of the drivers. Each transport company can only access details of its own drivers and vehicles.

Other ISPS port facilities connected to the system can see details of every transport company that has an advance clearance in the system and can easily link to these companies with a single keystroke. All documents, including records of drivers and vehicles, are available for the PFSOs in the ISPS port facilities.

A PFSO can mark and log discrepancies against a driver or a vehicle. In addition, an email will be sent to the person responsible for the security in the driver's transport company and to the ISPS port facility that has a contract with that transport company.

Commenting on the new system, Veire said: "We comply with the ISPS Code and are at the same time flexible. Furthermore, we have the ability, via the web solution, to open the gates in the ISPS port facilities from our home. This has made things simpler for our customers and us without sacrificing security."

On behalf of the road hauliers, Mejlænder Larsen added: "This is even more efficient than we imagined in the first place."

PortTools FSA and PortTools SE interact with systems for access control. Registered data on people and identity cards may be transferred to the access control systems. A driver or a vehicle only needs to be registered once in PortTools FSA. The system keeps the access control database up to date.

PortTools SE can retrieve the entry and exit logs from the access control system. These logs for the drivers and the vehicles can be presented to the transport companies via the web and may form the basis of an invoice.

A last word from the Norwegian Coastal Administration: "We really appreciate that the ports have taken an interest in advance clearance and identity cards and that they have produced an adequate solution," Hellesen concluded. **PH**

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### Port of Risavika, Stavanger: helping lead an integrated security system for Norwegian ports

