



INTERNATIONAL TERMINAL SOLUTIONS

TERMINAL SECURITY

You cannot take security for granted. Do you know who is on the terminal, who is operating equipment and moving containers? Do you know exactly where all the containers are and if they are moved? Not only can ITS provide this level of monitoring but can also ensure only planned moves are carried out by authorised personnel.



Secure site access – Automated card access systems to authorise and monitor personnel.

Automated equipment authorisation – Remote card access authorised via RF to allow equipment operation.



Automated container selection
- Truck and container ID systems to automatically select and monitor container movements preventing invalid move selection - Twistlock override prevents incorrect / unauthorised movements and groundings.

Automated position detection – Equipment and container position tracking throughout the yard – Positions automatically checked against the yard plan for move validity.



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■ ITS InfraRed ID System: "a fraction the cost of OCR"



Whereas OCR systems read licence plates and numbers on containers, UK based International Terminal Systems Ltd (ITS) has recently developed an identification system based on infrared technology.

Richard Lambert md of ITS says: "The system was born out of an idea from APM Terminals and developed by us to provide 100% yard accuracy at their transshipment terminal in Algeciras."


Despite planning for optimal yard density and use of equipment, it is inevitable that some containers are not placed in the planned locations. Algeciras could already identify such errors with its existing ITS Position Determination System but the goal was to ensure actual containers were automatically identified and positively placed in the correct yard locations.

In order to ensure the actual yard operation follows the plan, ITS developed its InfraRed ID System. Infrared transmitters are fitted on trucks and receivers on container handling equipment – RTGs in the case of APMT Algeciras. Trucks therefore automatically identify themselves when approaching the handling equipment without the need for operator input.

From a database of moves, the system can determine which containers are being carried by which truck and in which positions. The system is configured to warn the handling equipment operator if the move is not correct. If he continues to attempt to execute this move, or place the container in the wrong position, the system will identify this and has been set to lockout twistlock operation preventing the invalid move being executed.

As well as monitoring the position and location of each container, the ITS system – which is linked to the Navis SPARCS terminal planning system – also provides time and date stamps and offers a full audit trail.

ITS believes that using a system based on passive infrared provides a balance of reliability and cost effectiveness. "In relation to OCR, our system is a fraction of the cost. The module will probably add no more than 5% to the cost of a position determination system such as a GPS system," comments Lambert.

Although there is a wide choice of security technologies available, the good news is that many technology modules can be integrated with clever software solutions. For operations that can afford it, a belt and braces approach can be taken but even smaller terminals have a wide variety of options available and there is no shortage of advice being offered in today's marketplace. 



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TERMINAL SYSTEMS



Position Determination – Monitor and automatically report all container and equipment movements in real-time.

Radio Data – wireless networks to provide distributed system intelligence, giving real-time, error-free and paperless data transfer between your operational management and the terminal.



Truck Identification – Automatic identification of the terminal truck providing automated container identification for the container handling equipment.

Security – Monitor and control your site with secure site access and remote equipment authorisation.



Truck/Carrier Positioning – Optimise operation on the terminal by ensuring the equipment/containers are in the correct positions for the cranes.

Automation – Increasing terminal efficiency and safety with equipment steering systems, automatic movement control, anti-collision, and system automation.



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