New Central Gate at ICTSI's flagship Manila International Container Terminal

Jupiter Kalambakal, International Container Terminal Services, Inc. Manila, The Philippines

International Container Terminal Services, Inc.'s (ICTSI) flagship terminal, the Manila International Container Terminal (MICT), recently installed a new state-of the-art gate facility that will not only boost operations and security at the Philippines' premier container terminal, but further improve safety of cargo through weighing of all boxes passing through the MICT.

"We are committed to continuously improving operations and customer service at the MICT. We are incorporating a totally new system, wherein we will know the actual count of trucks inside the terminal at anytime; and an exact recording of the container's weight and its defects, if any," says Francis Andrews, ICTSI Senior Vice President and MICT General Manager.

Andrews adds: "The new gate system will benefit clients and port users in that they are assured of even faster and more efficient service, which all redound to lesser costs on their part. We will overhaul the terminal's import and export cycle to better serve ICTSI clients."

In its initial phase of implementation, all containers (export boxes) entering the terminal were weighed. This enabled MICT planners to accurately plan vessel stowage to ensure the stability and safeness of a vessel before leaving the terminal. Weighed containers also ensure better yard operations as containers are placed at the right slots. The sequence of moving containers thus becomes faster and efficient with accurate container weights, benefitting the shipping lines. The new gate system also provides actual and real-time count of trucks in the terminal to better manage traffic inside the MICT especially during peak hours of operations.

The new gate further strengthened the terminal's security capabilities, especially compliance with the ISPS Code and maritime trade security regulations of the US Department of Homeland Security. Andrews reveals that the added port security also benefits MICT's surrounding environs: "Metro Manila (the Philippines' capital) is assured that as a transit point, the MICT's vulnerability to terror attacks is lessened as we now have the capability to detect radioactive materials."

New gates features

Portals with cameras: Six monochrome area scan cameras capture the full images of a container's left, right, top, front, and rear back door sides. The truck's license plate number and the driver's image are also captured then stored in the system for future reference. Through optical character recognition (OCR), container numbers are also automatically captured by the system. Conditions of a container like damages are manually flagged by a checker from a remote office.

Kiosk: Drivers transact business through a computer kiosk installed on each lane of the gate facility. Each kiosk has the following:

- **Biometric finger print scanner**: The infrared optical scanner reads the driver's fingerprints and verifies information against the database of registered drivers.
- **Bar code card reader**: Reads the driver identification cards and terminal documents.

Manila's state of the art central gate.

- **Voice over IP speaker and call button audio system**: Enables two-way communication between drivers and gate checkers.
- **LCD screen**: Provides instructions and messages to guide the driver through the gate transaction.
- **Printer**: Prints Truck Instruction Document (TID) and Equipment Interchange Receipt (EIR) after execution of every transaction (gate-in or gate-out). Once the transaction is completed, the TID or EIR will be printed and once pulled out from the kiosk the gate's barrier arm will lift up allowing the truck to enter the terminal.

Radiation Portal Monitors (RPM): All containers will undergo scanning for traces of radioactive material. Installed before the weigh bridge, the container is scanned as the truck passes through the portals towards the kiosks. If the container is found positive with radioactive elements, an alarm will be sent to the Central Alarm Station (CAS) and Local Alarm Station (LAS). The truck driver is then directed to proceed to the secondary inspection area. Secondary inspection will be conducted using handheld portable scanners. The CAS will decide if the container will be released or will require tertiary inspection.

Weighing scales: A four lane gate entry and exit will be available for weighing. This system will ensure an accurate weighing of containerised cargoes coming in and going out the terminal.

The gate system's software was developed by ICTSI IT unit, Container Terminal Systems Solutions Inc., and interfaces with existing terminal applications and security systems.

CCTV cameras and Radiation Portal Monitors (RPMs) will also be installed at the terminal's quayside to scan offloaded import containers. Two more RPMs will be installed at the entry gates of the Container Freight Stations to scan loose export cargo. The existing East Gate and West Gate will also be upgraded with the installation of cameras and electric boom barriers. This will be the basis of the remote checker in processing gate out transaction. A single shot of every camera will be stored and could be retrieved any time.

Container weighing

Last April, ICTSI started the implementation of the weighing of all full container load (FCL) export containers at the MICT to enhance the safety of cargo in the terminal and while in transit

at sea. FCL export containers pass through four lanes of 100-ton capacity weighing bridges.

"The weighing of containers is a value added service to MICT port users as the activity assures the safety of cargo inside the container," says Andrews.

With containers being weighed, terminal planners are able to accurately plan the stacking of containers in the yard and stowage in the vessel. "We will know where to properly and safely stack containers with the proper weights. Shippers and consignees are assured that the vessel where the cargo is will be stable, safe and sound at sea. With proper planning brought about by accurate weights, containers are moved faster and more efficiently," adds Andrews.

Andrews notes that container vessels calling at the MICT are getting larger: "The entry of third and fourth generation of container ships gave way to a more sophisticated system in handling containers. With faster movement of cargo comes the challenge of quality, efficiency and safe handling of containers. We have to weigh containers as we cannot risk safety of cargo with bigger and fast moving vessels."

Aside from safety, cargo pilferage inside containers is detected. The actual weight can be compared with the declared weight, and discrepancies will be documented. Cargo pilferage is detected when there is a reduction in actual weight versus the declared weight, hence shippers will have time to double check the cargo.

Documentation, especially the Bill of Lading (BL), will be accurate, legal and hassle-free with accurate weights. Shippers and consignees are assured that port authorities and customs offices of ports in other countries will not question the cargo as the actual weight is declared in the BL. Container weight is also verifiable because of the recorded weights.

ICTSI has issued guidelines to shipping lines through the Association of International Shipping Lines to ensure compliance to legal container weight restrictions and vessel safety requirements:

- Cargo weight should not exceed 'container maximum payload capacity'. Overweight containers will not be loaded onto the vessel, and will remain at the MICT until full compliance to safety standards.

- A discounted weighing charge of PhP100 (US$ 2) will be for the account of cargo and is part of arrastre.

- MICT Operations will send a list of overweight and spurious containers to the shipping line concerned. The line will be responsible to inform their customers.

- Corrective safety measures undertaken such as stripping and special services will be for the account of cargo. All required government permits should be accomplished, approved and presented before loading to the vessel.

The new gate has further strengthened the terminal's security capabilities, especially in compliance with the ISPS Code and maritime trade security regulations of the US Department of Homeland Security.

- Overweight containers will incur shut-out charge or storage charge, whichever is applicable.

New traffic scheme

Traffic flow at the MICT was modified with the new gate. A new entry road to the terminal, the Export Road, was designated for trucks with export containers, while the Import Road is for trucks for import containers. The two roads are located at the MICT's truck holding area (THA), and are accessible through the MICT East Access Road.

The Export Road is located at the farthest end of the THA. Trucks on this road should proceed to Lanes 1, 2, 3 or 4 to enter the MICT. To exit, trucks should proceed to the exit lane with the weigh bridge at the West Gate. Containers entering the MICT that are over height or over width should proceed to Lane 7.

The Import Road, on the other hand, is located within the THA. Trucks on this road that have to be weighed should proceed to Lanes 1, 2, 3 or 4, and should exit at the exit lane with the weigh bridge at the West Gate. On the other hand, trucks that do not require weighing should proceed to Lanes 5 or 6, and should exit at the exit lane without the weigh bridge at the West Gate.

The new MICT Central Gate will be fully operational in October this year. ICTSI scheduled orientations for port users, especially truck drivers, on the new gate system. Truckers will have to register a new for access at the MICT, and will be issued new IDs and gate access proximity cards.

ABOUT THE COMPANY

International Container Terminal Services, Inc. is a leading developer in international container terminal operations. Headquartered in the Philippines, ICTSI has an experience record that spans container terminal operation in six continents. Current operations:

- Manila International Container Terminal, Manila, Philippines
- Suape Container Terminal, Recife, Brazil
- Baltic Container Terminal, Gdynia, Poland
- Madagascar International Container Terminal, Toamasina, Madagascar
- Naha International Container Terminal, Okinawa, Japan
- Makassar Container Terminal, South Sulawesi, Indonesia
- Tartons Container Terminal, Tartons, Syria
- NSD Terminal, Subic Bay Freeport, Philippines
- Bauan Terminal, Batangas, Philippines
- Makar Wharf, Gen. Santos City, Philippines

ENQUIRIES

Jupiter L. Kalambakal – Assistant Public Relations Manager

International Container Terminal Services, Inc.

3F ICTSI Administration Building, Manila International Container Terminal

MICT South Access Road

Manila 1012

The Philippines

Tel: +63 2 247 8003

Fax: +63 2 247 8002

Mobile: +63 918 919 2509

Email: jkalambakal@ictsi.com

Website: www.ictsi.com