




## Improving Container Shipping Security

### Data Provision: can the portals help?

Ashley Skaanild, Regional Director Europe, GT Nexus  
February 5th, 2002

GT NEXUS

## Agenda



- 1 Types of Data Provision
- 2 Old and New Processes
- 3 How the Portals Contribute
- 4 Last Thoughts

GT NEXUS 1

### Types of Data Provision

## The Compliance Flow




To ensure compliance with US Customs' 24 hour rule, there are two data provision requirements...



GT NEXUS 2

### Old and New Processes

## Shipper to Carrier - Today



The process of booking and shipping a container is largely manual, inaccurate, insecure and can be slow...


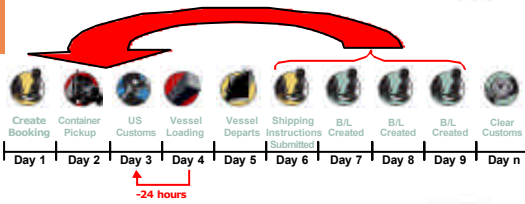


Vessel manifest is re-input by carrier, based on data submitted by shipper  
This typically only starts AFTER vessel has departed

GT NEXUS 3

### Old and New Processes



## Shipper to Carrier - Advance Manifest

GT NEXUS 4

### Old and New Processes


## New Data Provision Process

NVOs' & Forwarders' House Bills of Lading

GT NEXUS 5

How the Portals Contribute  
**The Benefits are Obvious**




**The benefits to the shipping community are significant. With the Portals you have a greater chance for...**

- Cargo being loaded and discharged as scheduled
- Customs penalties being avoided
- Better control and management - time stamping shows the right data has been submitted to the right parties at the right time
- Later submission deadline - later document cutoff
- Saved documentation charges
- Improved and more efficient document handling processes

GT NEXUS 6 v2.0 GT Nexus Confidential © 2002 GT Nexus, Inc.

How the Portals Contribute  
**The Benefits are Obvious**



- Easy to adopt
- Available today
- Free of charge
- Available on the web or by connecting your systems directly

GT NEXUS 7 v2.0 GT Nexus Confidential © 2002 GT Nexus, Inc.

Last Thoughts  
**Last thoughts...**

**"The days of FAK are over..."**

**"... the implementation of the 24 hour rule was to improve national security. Compliance with that rule in my judgement protects the American people from terrorists that may use oceangoing cargo containers..."**

*- US Customs Commissioner Robert C. Bonner*

- Pushing back the borders means the threat is global...
- The 24 hour rule is not a one-time event...
- It's pervasive and is not going to go away...
- Reports are that US Customs are going to apply similar rules for exports...
- World governments are considering similar action...

GT NEXUS 8 v2.0 GT Nexus Confidential © 2002 GT Nexus, Inc.




**Improving Container Shipping Security**  
**Data Provision: can the portals help?**

Ashley Skaanild, Regional Director Europe, GT Nexus  
 February 5th, 2002

GT NEXUS

Collaborative Logistics Networks  
**The Consortium Model – GTN Portal**

**Multiple global carriers establish a common "collaborative network" to drive down costs, drive up customer convenience and efficiency**



**Key Benefits**

- Customers gain simpler, standardized transaction process across many carriers
- Carriers lower their costs, improve data quality
- Online platform speeds transactions, improves service
- More automated data exchange processes facilitate compliance with new Security regulations

GT NEXUS 10 v2.0 GT Nexus Confidential © 2002 GT Nexus, Inc.