



“Seaport Security to Blame for Recent Disaster”....What does Port Scanning Services, Inc. provide to avoid this headline becoming a reality?

After the horrific terrorist attack on the USS Cole on October 12, 2000, the World Trade Center on September 11, 2001 and Madrid and London Transit Bombings on March 11th, 2004 and July 7th, 2005 respectively the world came to the realization; terrorist are intent on inflicting large casualties to Western and European populations. In the last 8 years we have increased our security at many hard targets such as monuments, airports, Theme Parks, water supplies and other sensitive assets. We have neglected one of the most critical yet vulnerable points most countries have in common, the Seaports.

The terrorist attacks of 9/11/2001 made it abundantly clear the airports of the world must modified their security procedures, protocols and electronic equipment. It has been recognized that sea ports are also assets requiring protection. A “dirty bomb” (a radiological weapon combining radioactive material with conventional explosives) would be designed to disperse radioactive material over a large area. The conventional explosives would have an immediate lethal effect and the radioactivity would destroy and/or disperse large populations. This type of attack would destroy the targeted ports capability to operate and interrupt import/export operations. Many agencies such as the CBP (Customs & Border Patrol) currently employ radiation detection systems at their current locations.

The seaports inspect less than 5% of all the containers imported into the United States. The U.S. government passed the “Safe Port Act” in 2006 to protect the U.S. sea ports from these threats. Seven Hundred (700) ports worldwide are exporting to the U.S. and must comply with the “Safe Port Act” of 2006 which requires the following;

General Rule – A container that was loaded on a vessel in a foreign port shall not enter the United States (either directly or via a foreign port) unless the container was scanned by non-intrusive imaging equipment and radiation detection equipment at a foreign port prior to loading on a vessel.

Timeline – This must be implemented by July 1, 2012, unless a port meets two of several conditions for extension.

Compliance with the “Safe Port Act”

The seven hundred International Seaports have two options for compliance.

Purchase and operate proper electronic scanning equipments and radiation detectors.





Utilize the services of company such as Port Scanning Services, Inc supplying all required scanning equipment, maintenance, operators and administrative resources.

Equipment suppliers and technologies

The equipment can be configured as needed to accommodate multiple situations; fix, gantry, and mobile. The technology used is X-Ray and Gamma Ray which evolved from luggage scanning equipment utilized at airports. The equipment has been upsized to enable the scanning of entire vehicles and/or containers. The imagery scanning allows manifest comparison and anomaly identification. The equipment is modified to add optional radiation detection and organic matter identification. There are numerous developers of this technology. RapidScan, SAIC, L3 Communications, Smith Detections and Nuctech are the leaders in the industry. Their equipment is specifically designed for large vehicle or container scanning. The initial investment for one hundred twenty (120) scans per hour is up to US \$9 Million.

Challenges for Sea Ports

The sea ports will be required by their country of operation to comply with the "Safe Port Act" or become obsolete. Ports are also being recognized worldwide as a vulnerable area that must be protected against not only terrorism but also contraband and drugs. The Ports operate as a load and offload "parking slip". The ports operate on a small margin and must have efficient turnaround to insure profitability. These challenges enhance the difficulty of implementation. It is comparative to requesting FedEx or UPS to provide imagery of each package within their delivery system. It is possible but not practical. Their business model and mission are not compatible with such a request.

Port Scanning Services, Inc provides a separation and elimination of conflict interest issues. This is achieved by having a third party responsible for the compliance requirements. There is a certain liability to scanning 100% of the containers moving through a port. The port is responsible for loading and offloading of the containers as well as storage of containers awaiting shipment. PSS's CEO uses a very simple but effective analogy to exemplify this conflict..... If you are an auditor, you operate an auditing business responsible and trusted to audit financials of many companies. You have the ability to audit any financials presented to you but you do not audit your own business financials. It would not be a conflict of interest..... This shows how if a port is responsible to move, store and ship containers it would not want the regulatory responsibility of scanning and reporting. It can be one disgruntle





employee within the port, tasked to be the scanning agent for the day that destroys not only the reputation of the port but possibly the port itself. PSS relieves the port of this liability.

PSS provides the scanned results to the appropriate governmental agencies requiring the information. These currently include Homeland Security, Drug Enforcement Agency, Customs & Border Protection, Internal Revenue Service and Immigration & Naturalization Service for containers shipped to the U.S. This allows the port of origin to execute its business plan while alleviating compliance issues with the many different receiving port countries. The information will be disclosed to all required entities and/or government agencies within the destination country as regulations are implemented throughout the world. There are a number Local, Regional, and Federal agencies within each country of origin requiring dissemination of the same information. PSS will assure compliance with all laws governing all countries of destination and origin on a per container basis.

Seaport container volume is not linear. This inconsistency in the volume can be generated by seasons, harvest, number of slips and weather. For example: the container volume from Ecuador will peak during harvest season due to the tremendous export of agricultural goods to the U.S. The scanning capabilities of the port must accommodate this period. This situation and the need for redundancy (backup scanning units) require the Seaport to have more than one scanning station per port or terminals. This could double the required investment in equipment and operations staff.

Port Scanning Services Inc. will provide:

- ✓ Port security assessment
- ✓ Port survey and traffic flow analysis
- ✓ Equipment selection based on specific port needs
- ✓ Financing of required equipment
- ✓ Installation
- ✓ Staffing:
 - In Port Operation
 - Maintenance





- Support
- Off Site Monitoring and Data Recovery
- ✓ Training of all government agencies
- ✓ Daily operation of each scanning station 24 hours a day, 7days a week, 365 days a year
- ✓ Revenue sharing with port

Novels and Movies such as “THE SUM OF ALL FEARS” address many of the concerns and exemplify the life within a “hot zone”. This is a dramatization with the assumptions of a well contained situation. Reality would be much worse given the factors of human nature and isolation of surviving populations. It would be a disaster beyond comprehension. Given our current level of worldwide port security this disaster is a matter of when not if.

