



# Load Integrity

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## **Load Integrity for Owner or Carrier**

Currently an estimated \$60-80 billion of freight goes missing each year. and using bolt seals etc. it is virtually impossible to say that any containerised shipment has remained secure since closure.

This means that if a received shipment is short of the declared load it is impossible to say where or when that load was tampered with. Was it on route or were the goods never put into the container in the first place. Possibly the goods were there when the container was opened but some of them have been 'removed' prior to the report of a shortage being made. At the moment it is impossible to tell.

Even with third party monitoring at the stuffing site it is still impossible to tell where a loss may have occurred and who's duty of care the shipment may have been in at the time.

This has a very important effect for the owner or the carrier of the freight. Who was to blame? Insurance companies are also looking more at the blame game. They may pay out the owner of the freight but then seek to mitigate their losses by claiming of anybody they can show to be negligent, through claims of Subrogation.

## **The E-Containerlock Solution**

Fitting an E-Containerlock at the start of a trip or in fact for any period of that trip will confirm the integrity that the container, and its contents, during the time that the E-Containerlock was fitted.

Any openings or tampering will be detected by the E-Containerlock. This audit of the integrity of the shipment can be used to show should there be any claims to be made.

As the E-Containerlock is fitted independent of any fitted seal, carriers will be able to fit E-Containerlock just for the period that the E-Containerlock is in their duty of care.

For the freight owners or shippers they will be able to fit the E-Containerlock at the start of the trip after stuffing and be secure in the knowledge that the shipment has remained secure for the entirety of the trip or been notified if not.

## **Use of Sensors**

Where access to the interior of the container or trailer is possible the remote sensor packs could be deployed. This will allow for additional data on the status of the freight to be monitored and should set parameters be breached, alerts generated.

Each remote wireless sensor will monitor;

- Temperature
- Humidity
- Shock
- Light

Any of the above may affect the cargo during a trip so being able to monitor and be assured that agreed or acceptable parameters for the shipment have not been breached are very important and may be the subject of an insurance claim.

