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**WCO Conference
Tech Talk 2
Secure Supply Chain**

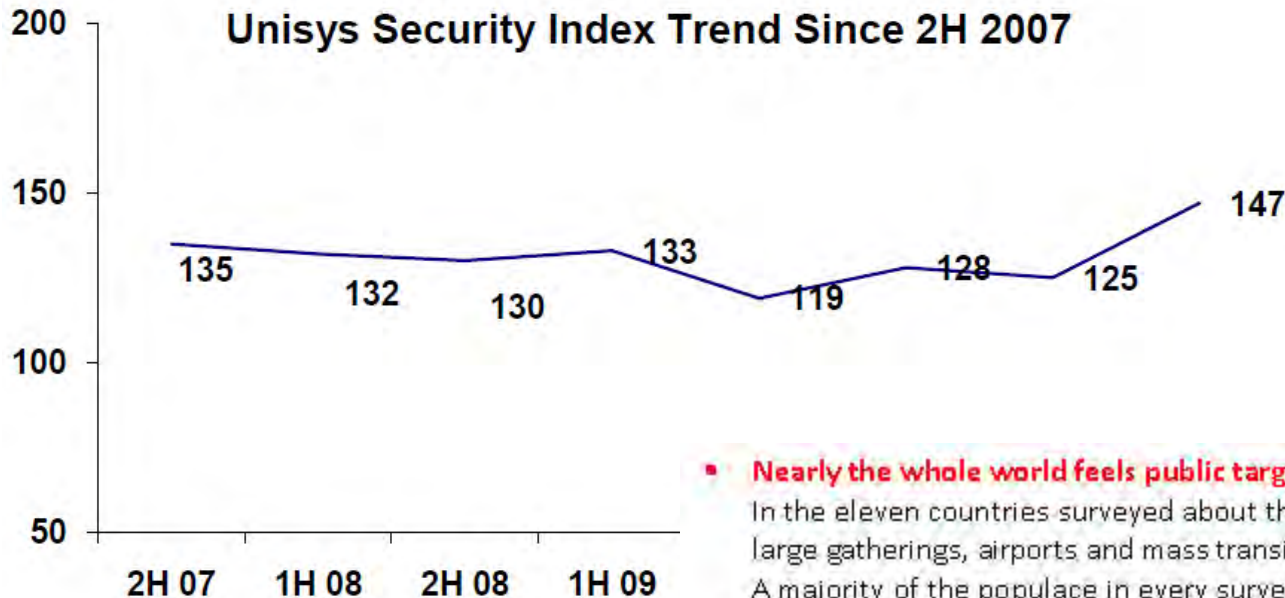
12-May-2012

G. Michael Rodgers



Unisys Security Index

Unisys Security Index Trend Since 2H 2007



Four Categories

- National
- Financial
- Personal
- Internet

- **Nearly the whole world feels public targets remain very vulnerable to terrorists**

In the eleven countries surveyed about the vulnerability of specific targets of terrorism, large gatherings, airports and mass transit were seen as the most concerning worldwide. A majority of the populace in every surveyed country except Australia and New Zealand considered these targets "extremely or very vulnerable to malicious or terrorist attack."

- **People worldwide are also realizing how vulnerable the Internet is to attack**

In most countries, about half of adults see the Internet as "extremely" or "very" vulnerable, rising to about two-thirds in Brazil, Colombia and Germany. At least 40% of every surveyed country's populace feels this way.

- **Concern about cargo security varies worldwide, but at least half of citizens in seven countries feel that cargo is vulnerable**

Concern about the vulnerability of cargo to terrorist attacks varies considerably, with only about a third of Dutch adults seeing this as "extremely" or "very" vulnerable, compared to over 60% Mexican and British adults. This said, seven of eleven countries show a majority of the populace concerned.

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RFITV – Worlds Largest RFID System



Edge Technologies

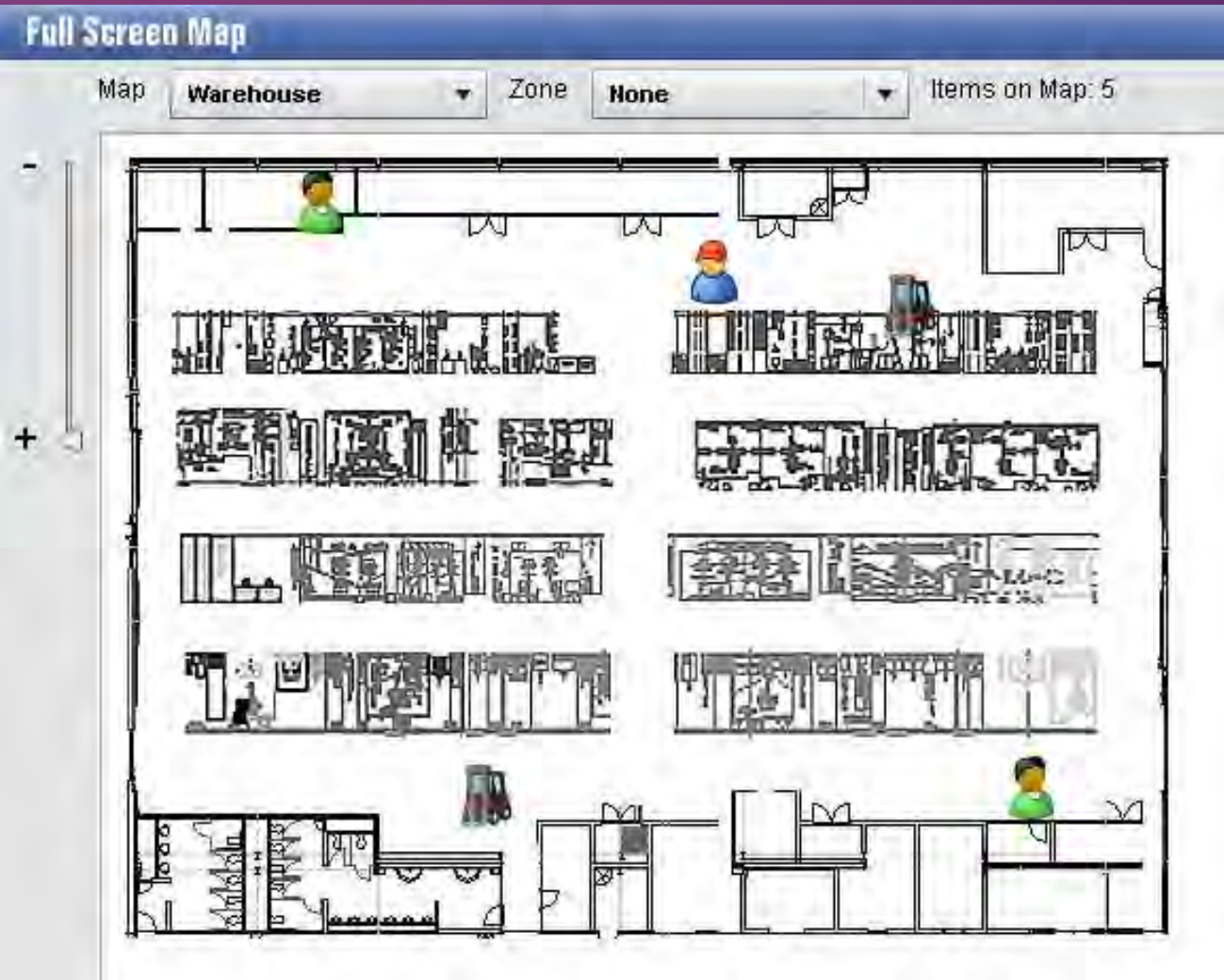


ITB → ITV → CoC

- **In the Box Visibility**
 - Digital Manifest travels with conveyance
 - Transportation, PO, Item Level Detail
 - Eliminate frustrated cargo
- **In Transit Visibility (ITV)**
 - Global visibility of status and location
 - Alerts on performance
- **Chain of Custody (CoC)**
 - Container Intrusion, Breach
 - Temperature, Humidity, Vibration, Light
 - Mesh Network
 - Assured Communications

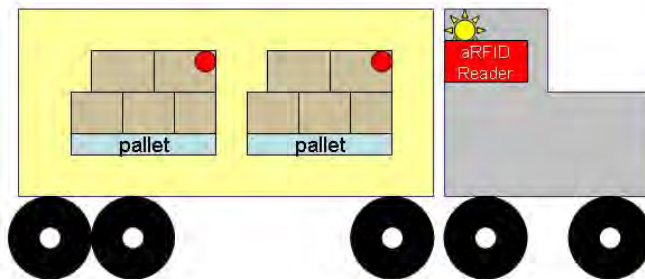
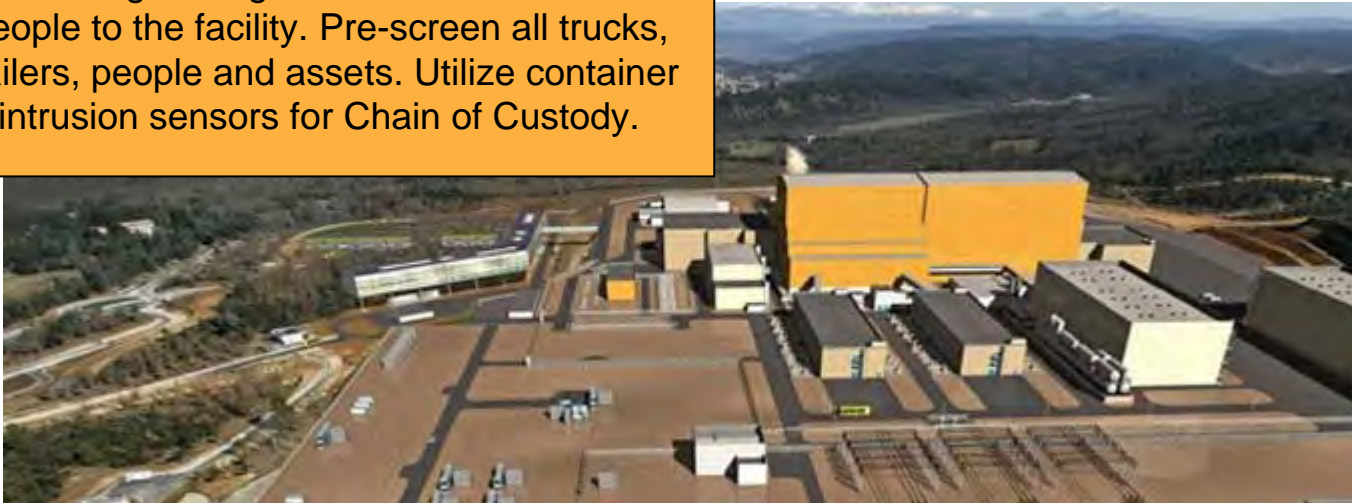


Secure Warehouse

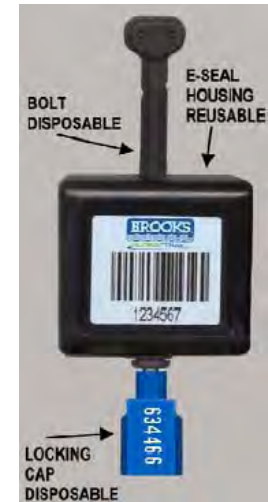
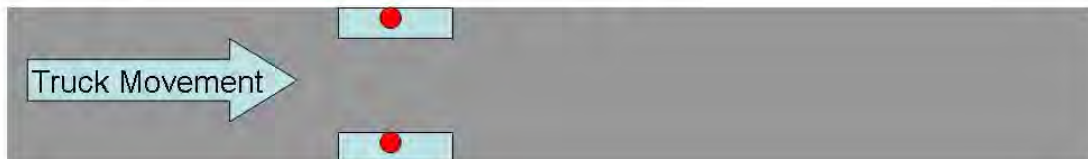


Mesh Network (People → Vehicle → Assets)

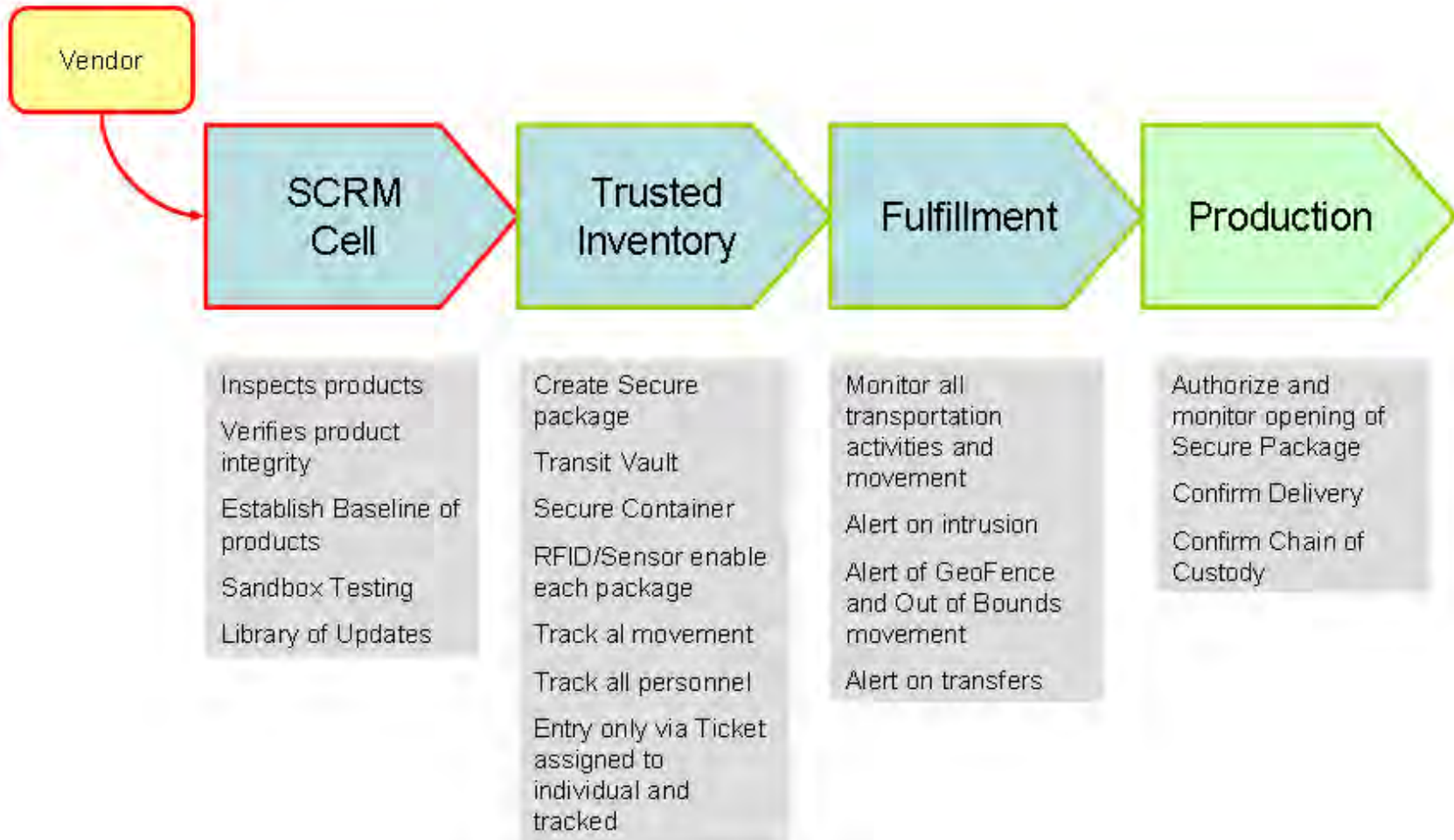
Track ingress/egress of all vehicles and people to the facility. Pre-screen all trucks, trailers, people and assets. Utilize container intrusion sensors for Chain of Custody.



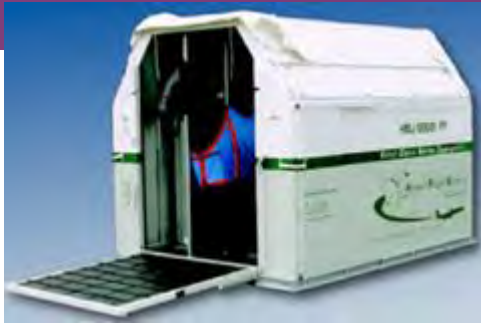
Satellite/GPS truck – for real-time tracking
aRFID Pallet – for tracking of shipments for entry/exit and control points
Start Shipment – truck aRFID reader collects the individual pallets and reports.
Exit/Entry – the truck aRFID reader collects the aRFID tags that are installed at the entry/exit and reports that status of the truck location, pallets/shipments, and which entry/exit.
Control Points – same as Exit/Entry



SCRM



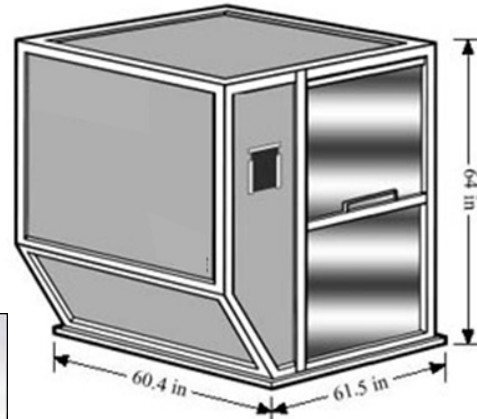
Secure Cargo



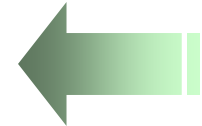
Consistent, Pervasive and Accurate Manifest with Item Level detail



Track n Trace



Sensor monitoring



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www.jamesorear.com

Chain of Custody
ITV



Unisys and Air Cargo

CargoPortalServices.com

Air cargo booking portal and engine. Supports 8 airlines and over 2000 freight forwarders (UA AC AA DL CO AF SAS KLM). Provides Track and Trace (TnT) and Customs interface for Clearance and Clearance Status.

Intransit Service Manager (ISM)

Air cargo TnT built on same platform and concept as the RFITV system in use for the US Military. Provides full tracking of all freight and is Cargo2000 (IATA) compliant.

LMS / HIS

Airline cargo processing system that supports inventory, sales, planning, rates, contracts, consignment, loading, manifest and customs interface.

Unisys solutions are used by carriers that move about 35% of the world's air freight and by thousands of forwarders in 100 countries.

Many large and medium sized carriers use our core cargo system (LMS) as their enterprise reservations and operations system and, some like Delta, Air Canada and SAS Cargo use it on a Cloud basis (HIS) hosted from our Minneapolis data centre. As such, we hold their core operational data.

Our multi carrier cargo booking portal (CPS) is used by clients of Air France-KLM, Delta, American, United, Continental, Air Canada and others. A range of data specified by each carrier is collected at the time of booking and, in some cases validated through other parties such as customs or a U.S. regulator which returns an approval number necessary for goods acceptance.

The potential that we can see is to help regulators assess the value and impacts of changes in two ways and with the agreement of our carrier clients. Firstly, we could take elements of their operational data and provide it to a regulator for analysis / profiling. Secondly, as all our systems are web-based, we could implement and track the effects of new process steps for carrier staff at selected cities and based on some booking criteria (product type, routing, shipper or security type of clearance client).

Thanks !!!

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