

Remote Damage Inspection

Cuthbert offers Remote Damage Inspection capability as part of integration solutions for carriers and terminal operators.

Many terminals have opted to install OCR Portals to capture container, chassis and genset numbers automatically as a truck passes into a or out of a terminal. One of the by products of the video cameras used for OCR are images that of each of the sides of a container and chassis and the top of the container. These images can be stored for examination after the container has passed the gate. In some cases terminal operators have opted not to examining the container or the images at all until there is a claim made. When that claim is made, the images are recalled from the database, stamped with date and time, and a judgment can be made about the damage: its severity and when it was made. If a party lodges a claim that that container was damaged, and the last set of images fo the container leaving the gate, then the terminal can disclaim liability. If the damage was apparent with the container last entered the terminal, then the damage was preexisting. Our client discovered that the cost of inspecting every container was substantial. Using the damage inspection images to adjudicate claims after the fact was extraordinarily effective.

If the terminal operator needs only to inspect containers from a remote location, but not do so after the fact, then any number of CCTV and webcam systems are appropriate.

In 2005, there are three manufacturers of OCR and damage inspection systems suitable to container operations. One is US based, one in Israel, and one in Belgium. Resale of damage inspection hardware is not a core business, so we can be unbiased with respect to selection of this technology. As a general matter, you get what you pay for. Each of the offerings, we believe, is fairly priced with respect to its capability. It is our job to fully qualify our client's requirement before making a recommendation.

Cuthbert makes recommendations to clients for damage inspection systems after evaluation of the following criteria.

- Lighting required and power consumption
- Infrastructure required (building or structure; special pavement requirements)
- Relation of truck speed to image quality
- Capital cost
- Resolution of damage inspection images
- Correction of perspective in damage inspection images (is the image rectangular, like the container side?)
- Correction of longitudinal measure for truck speed (does a slowing truck make a longer image?)
- Ease with which damage inspection image data can be made available to new and existing systems



Speed corrected image with damage clearly apparent

Cost Profile

The following numbers are provided for a designer to develop order of magnitude approximations for the cost of an installation. Costs vary based on the specific needs of the terminal, and quite dramatically, based on the level of custom integration required.

- Per Portal - US\$0 - US\$100,000 additional cost, depending on OCR configuration
- Per Terminal -- \$100,000 for image storage devices, depending on number and length of retention

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