

What lies ahead for port security?

How are the port and maritime industries taking firm action to bolster their security infrastructures? Port Technology International features an interview with three experts in the field, ahead of their participation at ID World International Congress in November, to get their view on the state of security. The participants are: **Sophie B. de la Giroday**, President of Wise Media and organiser of the Transportation Security Forum (ID World), **Ernie Scheerlinck**, Managing Director of Seagha, Ports of Antwerp and Zeebrugge and **Jürgen König**, General Manager of vps ID Systeme, the company that provided the ID management system for Port of Felixstowe's state-of-the-art biometric worker identity credentials.

Q *Sophie B. de la Giroday, what are the major security threats that ports are faced with?*

As a direct result of the events of 9/11 and terrorist attacks on merchant and Navy vessels, the International Maritime Organization (IMO) decided to issue the International Ship and Port facility Security (ISPS) code. These recommendations have been accepted through the EU as part of public law. The assumptions and fears were that under some circumstances ships could either be used as instruments for a terrorist attack on a port or to transport Weapons of Mass Destruction (WMD). Other security threats that ports and port facilities are faced with include pilferage and unauthorised access.

Q *How rapidly are new security measures being put in place to combat these threats? With what consequences?*

The ISPS Code was initiated by the IMO and adopted it in 2002 for implementation by 1 July 2004. The main objectives of the ISPS Code are to detect security threats and implement security measures, to establish roles and responsibilities concerning maritime security for governments, local administrations, ship and port industries at national and international level, to collate and promulgate security-related information and to provide a methodology for security assessments so as to have in place plans and procedures to react to changing security levels. As a consequence of ISPS, ports areas are now treated as 'security sensitive zones' and are no longer to be accessible by anonymous third parties.

Q *What about the aspect of cargo security?*

Concerning cargo and asset tracking, new maritime security regulations and measures are being adopted to increase not only security of the individual port but also security of the supply chains in our global transportation network. Companies trading in Europe, for instance, will be required to be Authorized Economic Operator (AEO) certified with effect from 1 January 2008 if they are to avoid ongoing delays with their shipments, increased audits and face difficulties trading with the US.

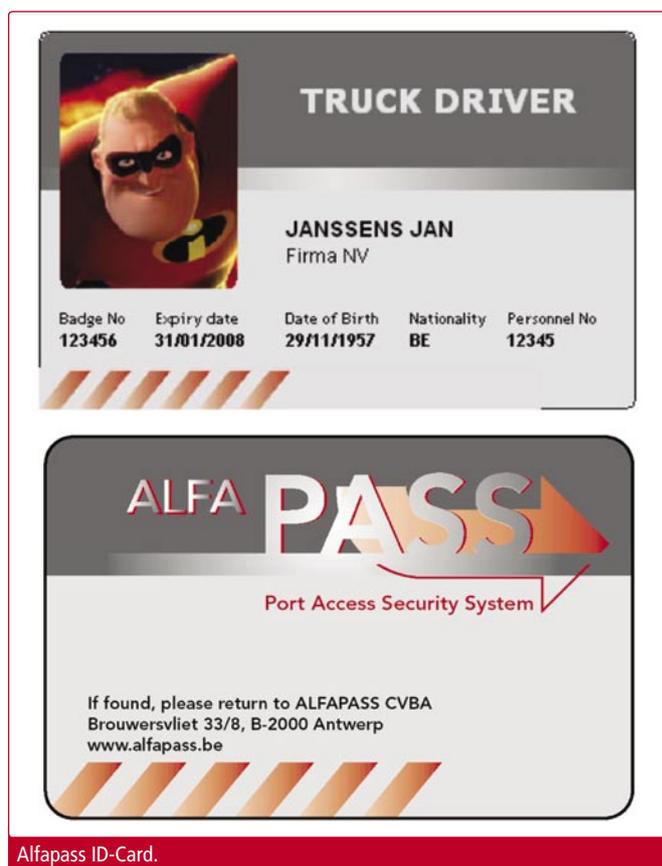
AEO allows Customs authorities to grant the status of AEO to any business that satisfies EU criteria. This leads to the creation of co-called 'green lanes' for the quick processing of security screening of imports and goods shipped and moved by trusted parties. AEO's will include all exporters, importers, freight forwarders, airports, seaports integrators. AEO status will become effective from 1 January 2008. Failure to secure certification could result in lost business, an increased risk profile for customs and lengthy delays at borders.

Q *Ernie Scheerlinck, who is in charge of developing the security infrastructure at ports? Who are the main stakeholders involved?*

It is important to understand that no two ports are alike as far as operational methods and/or responsibilities are concerned. There are ports that are completely organised and operated by a 'Port Authority.' In this case it is obvious that the Port Authority will take care of dealing with any security requirements. With other ports, such as the port of Antwerp, the authorities act as regulatory bodies and the responsibility to comply with security requirements lies with the private companies who have obtained leases and/or concessions to operate within the port. This explains the 'Alfapass' project in the port of Antwerp, which is clearly an initiative of the private sector within the port.

Q *What is Alfapass?*

Following an investigation by the Antwerp Port Community into developing a system that could easily identify and log visitors to the port facilities, AlfaPass was established to facilitate the distribution and management of electronic identification cards for the Port of Antwerp and other ports in Belgium. The biometrics-based solution was established as a joint partnership by three organisations: Alfaport, an organisation representing maritime and logistical companies; CEPA, the protector organisation that manages CEPA employees, also known as Dockers, at the Port of Antwerp; and Seagha, the electronic commerce service organisation operated by the Port of Antwerp for serving direct importers and exporters, transportation, forwarding, and logistics organisations in Belgium and the European Union. The Alfapass ID card has a validity of three years and 43,000 have been issued since January 2005.



Q *Which biometrics technology did you chose for the Alfapass access control system?*

In the course of our feasibility investigation relating to the Alfapass project, we established the scanning of the top of the left hand as the best solution for our purposes. What were the reasons behind this choice? Well, for a start, generally speaking the hand scan is the most socially acceptable and, unlike the fingerprint for example, they are not linked to supposed police procedures. The hand scan was also considered as the best solution in a rough 'port' environment, which has to deal with dockers and truckers. The left hand was chosen to avoid truckers having to get out of their vehicle upon arrival at a terminal gate or barrier.

Q *Recently, Port of Felixstowe, the largest container port in the United Kingdom and one of the largest in Europe, implemented a state-of-the-art identity and card management system to manage the contactless biometric identity cards being issued to the thousands of hauliers that enter the port each day. Jürgen König, what is the scope of this new security system and how does it achieve this objective?*

Port of Felixstowe, part of Hutchison Port Holdings, introduced haulier identity cards to enhance security at its terminals. The new initiative, known as RHIDES (Road Haulier Identity System) became fully operational at the end of 2006, and as of March 1st 2007, cards are mandatory to access the port. The system, provided by Interflex Datensysteme and built around vps' web-based, open architecture identity management software, is the first of its type in the UK. The contactless card used for this project stores the biometric handscan of the driver, which is verified at the gates. The system tightens access controls at the facility and provides a significant deterrent to container theft, as the unique ID cards make each driver directly accountable for his/her container/s.

Q *What about convenience – what do hauliers have to do to get a card to access the port?*

Recognised truck companies can request cards for their drivers online. IDExpert CMS automatically alerts drivers via email when their cards are ready and provides a PIN code for secure identification when picking up the card. Drivers collect their RHIDES cards at the port's Pass Office after having their ID checked and their biometric hand data collected.

Q *What is the role of ID management in such a solution?*

IDExpert CMS, vps' web-based, open architecture identity management software, serves as the information hub for all applications related with the card. Thanks to its web-based design, haulage companies can conveniently and securely access their 'card management system' online via the RHIDES website. Here they can see a list of their drivers issued with ID cards, add and remove drivers who join or leave the company, and 'block' lost cards.

The system also conducts statistical analyses of entry/exit data to detect possible fraudulent use of a card or the existence of forged or cloned credentials. If the time elapsed between two events does not fall within its reference range, for example, an alarm is given. All of this is made possible by advanced identity and credential management.

ID WORLD International Congress, the annual world summit on automatic identification, is hosting the Transportation Security Forum conference, where the above interviewees will all be participating.

About the participants



Sophie B. de la Giroday is President of Wise Media SpA, a consultancy group with offices in Milan and New York, specialised in creating networking opportunities to promote innovation and sustainable growth.

Her initiatives involve high-calibre representatives of both industry and government organisations with the objective of fostering an in-depth understanding of today's evolving information society and high-tech environment. In 2002, Sophie B. de la Giroday launched the ID WORLD International Congress, the international summit on automatic identification, now at its sixth edition in 2007 (www.idworldonline.com).



Since 1999, **Ernie Scheerlinck** has served as the general manager of Seagha, an electronic commerce service provider for the transport industry. Seagha began as an initiative of the private sector in the port of Antwerp with a mission to facilitate Electronic Data Interchange (EDI).

He is also managing director of Alfapass. Scheerlinck began his professional career in the maritime industry in 1970 when he started working for a major container terminal, of which he later became the manager of container operations. Before joining Seagha as general manager, he was ICT manager of another major stevedoring company in the port of Antwerp.



Jürgen König is founder and CEO of vps ID Systeme GmbH and Director of software engineering for the company. From the very beginning, Jürgen König has led vps ID Systeme from serving a few key suppliers of access control systems to becoming a global provider of hardware-independent ID management software solutions.

He identified early on the changing role of corporate ID cards from pure access control and time & attendance credentials to important daily business tools for employees. This insight led him to develop open-architecture web-based solutions that enable the management of large populations of multi-application credentials based on different identification technologies (contact and contactless smart cards, biometrics and others).

Jürgen König has become a thought leader in the industry and the company he leads is now involved in many large-scale corporate ID management projects as well as government-driven citizen ID programs worldwide. Before starting vps ID Systeme, Jürgen König had been involved, since 1984, in software development, consulting and system customisation in the field of access control, time & attendance and ID document solutions.

Transportation Security Forum: the world of maritime security to gather in Milan on November 26-28, 2007

Towards end-to-end security of transportation lanes: access control solutions, cargo inspection systems, trusted shippers & green lanes. This year's most anticipated event on Maritime & Supply Chain Security opens its doors in November with a three-day conference stream and a two-day exhibition.

The maritime industry, the transportation industry, as well as trading organisations from all countries in the world face the effects of emerging security regulations that will have a significant impact on their operations in the coming years.



The event features a three-day stream of conferences, completed by networking events and a two-day exhibition.

The Transportation Security Forum (www.transportation-security-forum.com) is a global symposium on the strategic approach to transportation security organised by Wise Media and endorsed by the European Commission. It focuses on how to address the challenges faced today by all the parties directly or indirectly affected by the new regulations being issued to combat the vulnerability of the global transportation network. The Transportation Security Forum made its highly anticipated debut in Paris on February 28, 2007 in the presence of over 180 high-profile delegates, including seaport, airport, and railway authorities from 21 different nations.

The November 2007 Transportation Security Forum offers a three-day stream of conferences, completed by networking events and a two-day exhibition showcasing state-of-the-art security technologies and applications.

The speakers

Among the speakers invited to participate at the Transportation Security Forum are:

- John Wagner, Director of Passenger Automation Programs in the Office of Field Operations, US Customs and Border Protection, Department of Homeland Security
- Jennifer Beasley, Deputy Assistant Administrator, Transportation Security Admin., US Dept. Homeland Security
- Cecile Verkleij, HD Sector Access to information for internal security purposes & data protection DG Justice, Freedom and Security, European Commission
- Gert Versluis, Deputy General Director, Immigration and Naturalisation Service, Ministry of Justice, the Netherlands
- Stefaan Vermeire, General Manager ICSO (Intl. Container Safety Organization)
- Ernie Scheerlinck, General Manager Seagha and managing director Alfapass, Ports of Antwerp and Zeebrugge

Focus on maritime security regulations

The November 2007 Transportation Security Forum will highlight emerging maritime security regulations and their impact on the evolution of the Port and Port Facility Security Infrastructures. The event will bring participants up to speed with regards to topics such as the consequences of the introduction of the *International Ship and Port facility Security Code (ISPS)*, the *Customs-Trade Partnership Against Terrorism (C-TPAT)* as well as Authorized Economic Operator (AEO), and other significant projects that see leading-edge identification, sensing and inspection technologies implemented as part of tomorrow's more effective port security infrastructure, such as *Megaport*, *Known Shipper*, *Transportation Worker Identification Credential (TWIC)*.

Who is invited

The Transportation Security Forum welcomes the key players involved in the creation and operation of secure trade lanes and passenger routes:

- Port Authorities and Port Facility Authority representatives (PSOs, PFSOs)
- Shipping Agents, Freight Forwarders and Cargo Carrier executives and managers
- Transportation Authorities and Airport Authorities
- Customs Administration, Law Enforcement Officers mandated with transportation security and border control tasks
- Logistics Managers

Contact the organisers

For further information regarding the Transportation Security Forum, please visit the website or contact the organisers:

Wise Media S.p.A.,
Ms. Siriluk Assavavuttipong
Tel: +39 02 890234121
Fax: +39 02 67388322
Email: siriluk.assavavuttipong@wisemedia.com
Website: www.transportation-security-forum.com

Attend the most anticipated event on Maritime & Supply Chain Security of the year!

Register today to attend the Transportation Security Forum and learn more about maritime security regulations and the technologies and solutions that can help you meet the challenges that you will be facing as a consequence of the emerging requirements.

As a reader of Port Technology, you can obtain a 5% discount on the Full Event Registration Fee (please mention Ref. Nr. TSF-PS-1 when contacting the organisers).