

Protecting ports at their perimeters

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A new framework for international maritime security

It wasn't that long ago when you could freely walk along the wharves of many ports around the world, many of which were only sporadically equipped with safety and security systems. As a direct result of the World Trade Centre terrorist attack in 2001 however, the world of ports has significantly changed. With the ever increasing volume of global trade, clearly the international trading environment is more risky than it has ever been in the past to terrorist and unlawful activity. The International Maritime Organization (IMO) responded to the 9/11 terrorist attacks by establishing a new framework for international maritime security. This included amendments to the International Convention for the Safety of Life at Sea (SOLAS) in December 2002 and the development of the International Ship and Port Security (ISPS) Code.

Globally, counter measures to secure trade channels from acts of terrorism and protect their borders are being implemented. In America the US Customs Service established the 'Customs Trade Partnerships Against Terrorism' (C-TPAT) which has changed the demands placed upon exporters to the United States. The cost of doing nothing to comply to these regulations will result in expensive delays, loss of contracts, increased border intervention and potential damage to country and company reputations.

Strengthening perimeter security

In New Zealand, Will Harvey, General Manager Port Services at Ports of Auckland comments, "Gaining compliance (with new maritime security regulations) was a huge operation for Ports of Auckland. We spent in excess of NZ\$1 million strengthening border security management. We appointed a new Port Facility

Security Officer, put in place new port access systems, new photo identity cards, upgraded four kilometres of perimeter fencing and significantly improved our electronic surveillance systems."

As crucial border control points, the security implemented at ports is not only important at a business level but at national and international levels too. Put into this context, the need to create a secure boundary around ports is obvious.

As Chairman of the Fencing Contractors Association (FCA), (www.fencingcontractors.org) British Security Industry Association (BSIA) member company representative, and head of Gallagher Security Management Systems (UK) I believe perimeter security should be an integral component of a port's total site security strategy. Ideally perimeter security provides the outer layer of an integrated security approach with layers of protection incorporating imaging systems, access control, intruder detection and alarm systems.

The principles behind perimeter security are relatively straightforward; prevention through deterrence plus early detection should an intruder attempt to breach the perimeter. There are multiple technologies and systems available for perimeter protection and not all meet these requirements. It is important therefore for ports to assess their needs first to identify the type of technology (or technologies) that best meets the requirements.

Perimeter security provides a safety barrier – preventing people encroaching areas where it is unsafe. For example, at the Ports of Auckland, bulk liquid imports controlled under hazardous substances regulations are secured through an electric perimeter security system.

Enforcing security access through structured entrances and exits, perimeter security systems secure sites from unauthorised access. Security at entrances and exits is significantly enhanced if integrated with electronic access control and cardholder identification systems.



The Ports of Auckland, New Zealand.



The PowerFence™ perimeter security system from Gallagher Security Management Systems was installed at Ports of Auckland, New Zealand. An existing red fence with heritage classification had to remain untouched during the installation of the PowerFence™ system.



Full-height perimeter fence installed at Ports of Auckland, New Zealand.

Considering factors

Ports are logistical and demanding environments. Typically they span large areas, encompassing all wharf facilities, cargo storage and transit areas, cranes and conveyer belts, tugs, container terminals and cool stores for temperature controlled cargo as well as rail and road transport routes. As a result, the perimeter security system has to offer flexible configuration options and support multi-zone management for response to alarms. Coupled with imaging systems, one of the significant benefits of perimeter security systems is that it can cover off a large area with less staff.

With their coastal location, ports are exposed to all weather extremes, as well as corrosive sea elements. It goes without question that the perimeter security system needs to be sufficiently robust to withstand these challenges. The system also needs to avoid generating nuisance or false alarms. Birds and other wildlife that may come into contact with the system should not create alarms requiring unnecessary call-outs for investigation.

Ports have important needs to:

- Monitor their perimeter security systems and immediately respond to differentiated alarm priorities with detailed, real time information complemented with visual records;
- Respond quickly to critical events, such as emergency evacuations and terrorist alerts; and
- Access comprehensive system audit trails providing an evidential record of historical events.

No less important are the concerns of employees and the local community that the perimeter security system is safe. Electric perimeter fence systems are designed to deliver a short, safe shock to anyone trying to breach the fence. To ensure safety standards are met, it is imperative that the configuration, installation and maintenance of the system are carried out by professionals.

Electrical perimeter system code of practice

The FCA in the United Kingdom promotes professionalism for perimeter security system installers. Only last year, as a result of collaboration with the Electrical Security Fencing Federation and the BSIA, a new code of practice for the Design, Installation and Maintenance of electrical perimeter systems was released.

As FCA Chair, I commented at the time; “the new code of practice addresses the specification and quality of manufactured products. It also provides client guidance in their selection of installation companies that, by their compliance with this standard, have the ability to design, install and maintain an electric security fence system. Electric fence installer competencies and training requirements included in this standard will, we are sure, provide greater assurance to customers and a safer working environment for the installation team.”

The challenge ahead for international trade through ports remains significant. Through the concerted efforts to establish and implement international and national trade frameworks and security practices, the risks can be mitigated. Advances in perimeter security technology and its integration with other security technologies, enables a comprehensive security solution at the port level.

ABOUT THE AUTHOR AND THE ORGANISATION



With over 30 years experience in the security industry, **Steve Buckley**, Chairman of the Fencing Contractors Association, has worked with some key specific Government projects. Highlights of his career thus far include signing business for 23 prisons in Thailand, and meeting his Royal Highness Prince Michael of Kent on behalf of Gallagher Security Management Systems.

Joining Group 4 in 1972, Steve has progressed through the industry in various management and engineering roles with market leading companies. He also worked as Designer Purchaser for ASDA, implementing electric fencing anti-shoplifting devices.

Now, focused on driving the Gallagher Security Management Systems business in Europe, Mr Buckley

has a portfolio of premium systems to his name with Cardax and PowerFence. PowerFence systems, coupled with Cardax access control and security management, are premium solutions in the international arena.

The **Fencing Contractors Association** is a trade association set up over 60 years ago specifically for the Fencing Industry. Membership consists of fencing contractors, manufacturers, suppliers and affiliate membership is welcomed from individuals and companies who are not directly involved in the pre-mentioned categories. Anyone who is involved directly or indirectly in the fencing industry may apply to join.

As a pro-active organisation, it is involved in all work concerning legislation, standards and training for the industry.

ENQUIRIES

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