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SUPPORT

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The reason for Port & **supply chain security**

- **The terror attacks on September 11, 2001** were not the first around the globe – the difference was that a mode of transport became a weapon that was used by terrorists
- **Instead of hijacking an aircraft**, taking hostages and presenting a list of demands the terrorists transformed this part of the supply chain into an offensive weapon
- **Transport security** immediately became a priority issue as a mode of transport could be transformed into a threat
- **Also, container traffic** in particular could be used to transport weapons for use in similar contexts
- **Following these developments, the European Council** identified transport as an area requiring special measures to strengthen this form of transport through preventive measures to protect Citizens and Economies from the consequences of unlawful acts against shipping and Port operations, as Seaport Security is essential for the economic and commercial power of the EU.



The importance of **Port Security**

- **Port security** is of paramount importance for Europe
- **3.5 billion tonnes of freight** is loaded and unloaded in EU ports every year
- **400 million ferry passengers** are transported every year
- **Port security breaches** pose direct threats to life and property and have the potential to cause serious economic damage to operators, and users throughout the supply chain
- **Therefore, Regulation 725/2004 and the Port Directive** were developed, laying down requirements with regards to Maritime Security and recommendations on ways in which the requirements shall be met



Port Restrictions

- **No Port around the Globe** is the same
- **Not all Ports** have large resources
- **Ports have implemented** the ISPS code differently
- **Ports face different problems** internally and different threats externally
- **There are no common:**
 - Port models
 - Port security management models
 - Port security training models



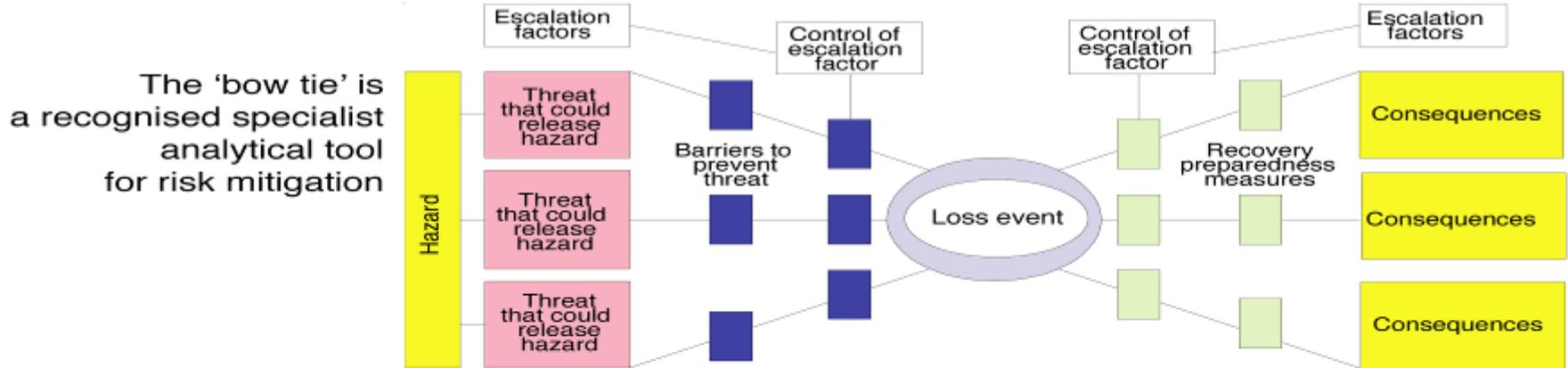
A Systems Approach

- **To secure business and upgrade port security**, Port Stakeholders need to adopt a corporate security management approach (similar to ISO 28000)
- **This is necessary** for efficient implementation / integration of:
 - EU Port Security regulation
 - the ‘Authorised Economic Operator’ security chapter and
 - a change of culture
- **This approach requires ports** to evaluate and be transparent about their impact on all stakeholders in the logistic chain, as port security must be considered in the broader context of secure EU and international supply chains whilst at the same time creating return of investments



Bow-Tie Diagram

The Hazard 'Bow Tie'



Controls

		Preventive			Reactive
		Before the event (reducing the likelihood)			After the event (reducing the impact)
Technical	Hardware Software Tools Equipment				
Managerial	Organisational Policy Procedural Supervisory Review & Appraisal				

What is **still needed?**

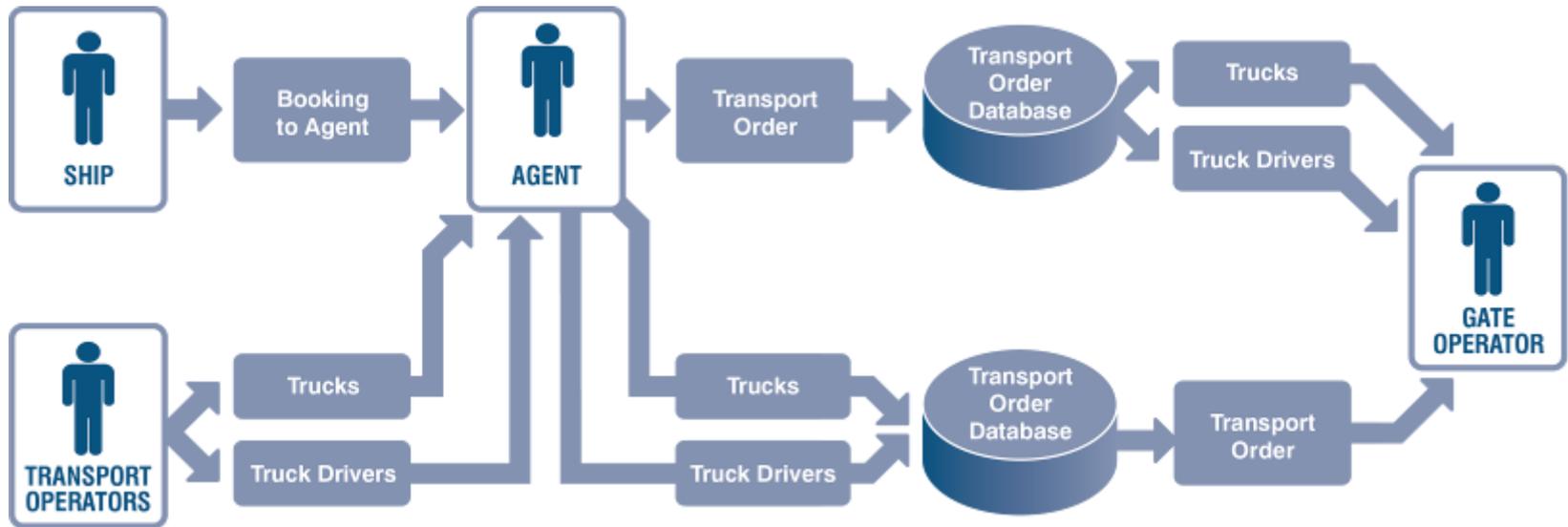
1. **Managing Security**
2. **Upgraded risk and vulnerability assessments** and control measurers
3. **Improved access control**
4. **Improve Inspections** related to access control
5. **Set up guidelines for screening** of personnel and background checks of staff
6. **Guidelines for fencing**, intrusion alarm and CCTV systems
7. **Improve monitor, detection** and surveillance performances
8. **Improve inspection** and handling of cargo
9. **Personnel checking**
10. **Improve security training**, awareness programmes and management training.
11. **Promote higher corporate response** and resilience concepts
(low impact of disruption, rapid recovery to normal operations)



Piraeus – Cruise Terminal



Piraeus: Access Control





Piraeus: **Access Control**

- **The idea is to know why a vehicle** is in the facility, who booked it, who is driving it, and what the declared load is
- **Demonstrator Objectives:**
 - Access Control Processes and Procedures work
 - ICT Platform can effectively support Access Control processes and procedures
 - Flow is not impeded significantly
 - KPIs are being met (KPIs confirmed as applicable)
 - Developed Training is effective





Piraeus: **Access Control**

- **Cruise Terminal** – implementation is straightforward, due to low volumes
- **Cruise Terminal** is very tricky due to high volumes (each cruise liner can carry thousands of pax, up to 6 cruise liners at the same time can be in port!)



Piraeus: **Training**

- **Test whether ICT Platform's Training Application** can be used effectively to train people at various levels in the organisation
- **Longitudinal study** to observe whether standards have risen in the following areas:
 - Gate/Access Control Training
 - Pax/Vehicle Searches
 - Patrolling
 - CCTV Usage
 - Management Training
- **Evaluate whether Training Delivery through the ICT Platform** was useful and effective
- **Evaluate whether the Training Application** is easily updateable by PPA and whether it needs further amendments



Thank You for your attention

SUPPORT

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