

# The second Digital Ship Container shipping security conference

Stuurboord Conference Centre, Antwerp, Sept 9-10, 2003

## SPEAKERS INCLUDE

**Paul Valkeniers**, managing director,  
P&O Ports Antwerp

**Lance Trebesch**, executive director, Strategic  
Council on Security Technology (SCST)  
Vereniging voor Expeditie, Logistiek en Goed-  
erenbelangen van Antwerpen (Antwerp  
Forwarders Association)

**Mike Egan**, director of homeland security for  
intermodal transportation, System Planning  
Corporation

**David Hopps**, head of physical security and  
crisis management, Tag 24

**Chris Owens**, principal consultant, transport,  
travel and tourism, EDS

**Captain Patrick Decrop**, port captain,  
Antwerp Port Authority

**Dave Bradbury**, regional director,  
Langdon Systems

**Ger Endenberg**, managing director, Copas

**Diego Teurelincx**, European Commission DG Tren

**Panteleimon Pantelis**, director,  
Ulysses Systems

**Susan Evans**, senior solution consultant Europe,  
Savi Technology

**Peter Miedema**, principal consultant ports and  
shipping, Cap Gemini Ernst and Young

**Svein H Guldteig**, manager business  
development, Barber Ship management

## CONFERENCE HIGHLIGHTS

- Assessing security threat to container shipping
- Assessing security levels in the supply chain
- US Container Security Initiative (CSI) and C-TPAT
- The ISPS code in container shipping
- Smart and Secure Tradelanes
- Recent progress with port security
- Security measures - effects on shipping lines
- Security measures - effects on shippers
- Security: a cost benefit analysis
- Securing shippers upstream
- How logistics service providers can improve security
- The container of the future
- Securing the container terminal gate
- The global container monitoring infrastructure
- The global standard for RFID
- Detecting weapons inside containers
- The role of technology in improving security
- EU plans to improve security
- A global approach to security

At *Digital Ship's* second container shipping security conference in Antwerp, Sept 9-10, we look in detail about the increasing security requirements for container shipping, what in specifically is likely to be required, what the costs might be and who will be expected to pay.

Come to work out how the changing business environment will affect your own business, what efforts you might have to make to comply with the new requirements and expectations, and what the implications are.

We will review in depth the different

technology and technology initiatives intended to help improve security, and allow you to reach your own conclusions about their relative benefit and cost.

We will also try to come up with a sensible assessment of the threat and look in detail at what is involved in passing the ISPS audit.

We will review how the regulatory initiatives will keep the container shipping running in the event of a terrorist threat or attack, and also how the industry can make its own initiatives to avoid having measures imposed by the regulators.

As well as listening to expert speakers

talk about their experiences over the past few months, you will be able to ask questions to the speakers in panel discussions and engage in private discussions during the conference social program. After the first day of the conference there will be a reception at Antwerp Town Hall hosted by the Port of Antwerp, and a dinner in Pelgrom, a 15th century cellar restaurant, hosted by Savi Technology.

We look forward to seeing you in Antwerp!



## PROGRAM DAY 1

### WHERE ARE WE NOW WITH CONTAINER SHIPPING SECURITY?

- Assessment of the security threat - Speaker from **TRANSEC (invited)**
- CSI (Container Security Initiative) and C-TPAT (US Government Customs Trade Partnership Against Terrorism) - what have they really delivered? Speaker from **US Department of Homeland Security (invited)**
- Progress with Smart and Secure Tradelanes. Lance Trebesch, executive director, **Strategic Council on Security Technology**
- Port security: challenges and how to deal with them, Paul Valkeniers, managing director, **P&O Ports Antwerp**
- How we handle an incident. Mike Egan, Director of Homeland Security for Intermodal Transportation, **Systems Planning Corp**
- Debate, How secure is the supply chain today?

### EFFECTS ON COSTS AND BUSINESS PROCESSES

- Practical effects of on board security requirements, Panteleimon Pantelis, **Ulysses Systems**
- Real life effects in container terminal operations. Speaker from **ECT (invited)**
- Effects on shippers and forwarders, speaker from **Vereniging voor Expeditie, Logistiek en Goederenbelangen van Antwerpen (Antwerp Freight Forwarders Association)**
- Effects on the whole chain case study of port of Felixstowe, Dave Bradbury, regional director, **Langdon Systems**
- Debate: Costs and benefits so far

### UPSTREAM SECURITY

- Upstream Security in Practice, **Tag 24**, David Hopps, Head of Physical Security and Crisis Management
- Debate: The upstream challenge



- Evening reception hosted by the **Port of Antwerp** in Antwerp Town Hall
- Dinner hosted by **Savi Technologies** in Antwerp centre



## PROGRAM DAY 2

### TECHNOLOGY TO IMPROVE CONTAINER SHIPPING SECURITY

- Using IT to secure the container terminal, Chris Owens, principal consultant, transport, travel and tourism **EDS Solutions Consulting**
- Technology in practise, Susan Evans, senior solution consultant Europe, **Savi Technology**
- The role of the systems integrator, Ger Endenberg, Managing Director, **Copas**
- Using weapons detection technology, **UK Customs (invited)**
- Debate: How is technology contributing to security, where should we focus effort and expenditure?

### WHAT HAPPENS NOW?

- EU plans, Diego Teurelinx, **European Commission DG Tren**
- How to implement ISPS - on board, Svein H Guldteig, manager business development, **Barber Ship Management**
- How to implement ISPS - for ports, Peter Miedema, Principal Consultant Ports and Shipping, **Cap Gemini**
- Case study: ISPS in the Port of Antwerp, Captain Patrick Decrop, port captain, **Antwerp Port Authority**
- Discussion: Priorities for the year ahead

## ONLINE CONFERENCE RESOURCES

The most up to date program, including speaker biographies, is on our website, <http://www.thedigitalship.com/virtualbox2003.htm>.

You can also download presentations from previous Digital Ship security conferences at <http://www.thedigitalship.com/presentations.htm>.

For free access to all feature articles and news stories previously published in Digital Ship, including comprehensive reports of previous conferences, go to [www.maritimesecuritybulletin.com](http://www.maritimesecuritybulletin.com)

See the agenda, list of speakers, speaker biographies and delegate list for Digital Ship's conference about container shipping security in Rotterdam, February 2003 <http://www.thedigitalship.com/security.htm>

# Digital Ship Container Shipping Security Conference

## Antwerp Sept 9-10, 2003

### Companies which attended the first Digital Ship container shipping security conference included:

Southampton Container Terminal (business development manager), NYK Line Europe (business process manager and security officer, director and senior executive director operations), European Commission Taxation and Customs Directorate (director), Europe Combined Terminals (head of security), Imes Ltd (commercial director), SAIC (marketing communications manager), Videotel Marine (IT manager), P&O Nedlloyd (contract manager), Rotterdams Dagblad (journalist), Pinkertons (VP business risk), System Planning Corporation (director US homeland security), British Airways World Cargo (network security and compliance officer), Tag 24 (head of physical security), Port of Rotterdam US Customs Attache, Cap Gemini Ernst and Young (principal consulting ports and shipping), FACEO security prevention (security consultant), Piraeus Port Authority (advisor to the chairman), Port Autonome de Marseille, Savi (managing director Europe Middle East and Africa), Allset Tracking (CEO), GT Nexus (regional director), Tri-Mex (CEO), SAIC (senior VP corporate development), Wavelength Insurance (Consultant), HesseNoord Natie, Port of London Authority (marine emergency planner), European Commission, ICL Ltd, Rotterdam Rijnmond Police Department (researcher), the Needham Report (journalist), CSCC (director of marketing)

#### EXHIBITION OPPORTUNITIES

If you are promoting products and services in this market, you may wish to consider taking an exhibition stand at Stuurboord conference centre.

An exhibition stand provides you with an opportunity to display equipment, distribute literature and build awareness of your services, and provides a focal point for you to enter into conversation with potential business clients.

If you wish to discuss this further, please contact Eva Suminska on Suminska@thedigitalship.com, telephone +44 207 510 4931.

### HIGHLIGHTS FROM THE FIRST DIGITAL SHIP CONTAINER SHIPPING SECURITY CONFERENCE, FEBRUARY 4-5, 2003, ROTTERDAM

Dick McCormick, vice president of Pinkerton's Business Risk International commented, "Once we only had to keep things from leaving containers, now we have to keep things from being put in."

#### IMPROVING SECURITY

Sam Ignarski of Wavelength, a facility for managing insurance of ports and terminals, questioned the validity of focusing on one threat in particular, asking: "Is this security or the illusion of security?"

His suggestion that the "bomb in the box is a rather improbable risk" was met with cries of controversy from the audience, many of whom believed the threat a serious one.

Still, Mr Ignarski suggested that security plans should not focus on one threat, but rather should tackle such risks in combination with other initiatives, e.g. anti-smuggling and anti-drug operations. "It all fits better when it has some primary and secondary purposes," he said.

David Hopps, head of physical security and crisis management with Tag 24, suggested that the industry needs to analyse a range of scenarios to enable senior management to hone their decision making and ensure that a graduated response follows any threat, guided by whether the threat is perceived as low medium or high.

Mr Hopps remarked that terrorists can close a country down just by threatening, and in this way a graduated response will go a long way in ensuring that the business isn't more crippled than it needs to be.

Damian Viccars of Freight Transport Association (FTA) suggested that the industry needs to plan ahead and avoid new requirements being sprung upon shippers.

The FTA believes that a system of known operators and shippers is required, similar to that which occurs for UK air freight, requiring registration and preparation of a shipper/ operator security plan (SSP/OSP).

The IMO's amendments to chapter 11; some compulsory, some only recommendations, saw the call for a mandatory port facility (i.e. the ship-port interface, not the entire port) security assessment and plan.

These changes are to be implemented by July 2004, although Peter Zint of Hamburg Port

Consultancy posited, "My personal feeling is that things will still move a little bit slower. More realistic is that assessments [only] will be done by July 2004."

John Edwards, head of security with British Airways World Cargo, told conference attendees that BA has endured high threat levels following 9-11, with Britain a known terrorist target and the airway being so identifiably British.

Mr Edwards remarked it is clear that there is no option but to focus on security issues. Mr Edwards noted the importance of "a cohesive management system" when implementing a security plan.

The need for co-operation and collaboration was echoed throughout the conference. "Terrorists collaborate and so must we," said Mr Edwards. "Security is not about competition."

"In order to deal with a crimes syndicate then we must become equivalent to the syndicate ourselves," added Mr McCormick.

#### TECHNOLOGY

Technology was seen as having an important role to play in combating crime and the bomb in a box threat, particularly when used in correspondence with collaborative initiatives.

One example of these initiatives is Smart and Secure Trade Lanes, in which electronic tags, e-seals, are placed on the outside of all containers originating from participant ports as a means of increasing security.

These tags store information such as contents, route travelled and destination. "War is about pitting your supply chain against that of your enemies," said Mark McGlade of Savi technology, a founder of the scheme.

Victor Orphan of SAIC, a manufacturer of X-ray scanning equipment, claimed that the systems had proved very useful to customs authorities globally, exemplifying Malaysian customs, whose revenue increased by \$158 million after four months of using VACIS, with the systems paying for themselves after a week.

#### DATA

Increased co-operation between authorities and organisations will inevitably lead to increased infor-

mation, which needs to be managed effectively.

Autonomy provides software that uses algorithms to determine what information is most important in a file and categorises the information accordingly.

The implementation of new security initiatives will also require effective management of information. Ashley Skaanild of GT Nexus commented that carriers are going to be incredibly busy inputting data received largely manually and are going to be asking customers to send information way before the vessel loading dates in order to comply with the new 24-hour rule.

#### CUSTOMS

The Americans argue that they need to do something to improve the security of container shipments into the US.

It is much easier to do this at export ports rather than in the US, they looked for partners willing to co-operate and the Port of Rotterdam agreed to let US customs inspectors into the port. This led to the Container Security Initiative (CSI).

The European Union argues that the Americans should have worked together with European customs and developed a program to share information in both directions, rather than just installing their own inspectors alongside the European ones, asking the Europeans for data and not giving data to the Europeans in return.

Alexander Wiedow, director for Customs Policy with the European Union, argued that the system is not very balanced between the US and EU.

"Commissioner Bonner [architect of the US container security initiative] says, 'our first objective is to protect the US citizens'", he pointed out.

Mr Wiedow observed that the US customs is asking European customs officials for advice if they are suspicious about a particular container, which costs money to provide, although intelligence is not being made available from the US to European Customs in the same way.

"We don't object to the 24 hour rules as an intermediary check," he said. "But [long term] sharing the responsibility and burden is the only way to manage the situation."

# Booking Form

|                           |          |         | 17.5% uk tax |         | TOTAL      | TICK BOX |                          |
|---------------------------|----------|---------|--------------|---------|------------|----------|--------------------------|
| One delegate ticket       | € 985.51 | £695.00 | € 172.46     | £121.63 | € 1,157.97 | £816.63  | <input type="checkbox"/> |
| 2nd delegate 25% discount | € 739.13 | £521.25 | € 129.35     | £91.22  | € 868.48   | £612.47  | <input type="checkbox"/> |
| 3rd delegate 40% discount | € 591.31 | £417.00 | € 103.48     | £72.98  | € 694.78   | £489.98  | <input type="checkbox"/> |
| 4th delegate 50% discount | € 492.76 | £347.50 | € 86.23      | £60.81  | € 578.99   | £408.31  | <input type="checkbox"/> |

## TOTAL

i) Invoicing will be made in pounds sterling

ii) As the conference is organised from the UK it is subject to UK value added tax

Name(s): \_\_\_\_\_

Title(s): \_\_\_\_\_

Company: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Email: \_\_\_\_\_

Telephone: \_\_\_\_\_

Fax: \_\_\_\_\_

**Fax back to +44 (0)20 7510 2344**

## 5 easy ways to register:

**CONTACT US** email soldo@thedigitalship.com, phone: Nadia Soldo +44 (0)20 7510 4938, fax: +44 (0)20 7510 2344 and we will send you an invoice

**ONLINE** at <http://www.thedigitalship.com/virtualbox2003.htm>

**CHARGE** my credit card

Type of card: Visa / Mastercard / American Express

Card no: \_\_\_\_\_ Expiry date: \_\_\_\_\_

Card Holder's name \_\_\_\_\_

Signature \_\_\_\_\_

Card billing address \_\_\_\_\_

Contact Tel no for card holder \_\_\_\_\_

I enclosed is a **CHEQUE** in pounds sterling drawn on a London bank, payable to Digital Ship Ltd

**BANK TRANSFER** to: Barclay Bank plc, PO Box 35721, Hertsmere House, 2 Hertsmere Rd, London E14 4WA, UK.  
Sort code 20-57-06 account number 40426423

## ABOUT DIGITAL SHIP

Digital Ship is the world's leading publication and events company for maritime security, satcoms, software and safety/electronics. Based in London we produce a monthly magazine, five conferences / exhibitions a year, a free weekly e-mail newsletter and two online information services, [www.thedigitalship.com](http://www.thedigitalship.com) and [www.maritimesecuritybulletin.com](http://www.maritimesecuritybulletin.com). See our websites for further information

Digital Ship Ltd 213 Marsh Wall, London, E14 9FJ, UK. Tel: +44 (0)20 7510 0015