

APRIL 2020

# BEST PRACTICES: TRANSPORTATION SECURITY

## WHAT'S INSIDE:

From air to sea, get the latest on supply chain security featuring interviews with the Halifax Port Authority Security Manager Aaron Dickson and world-wide air cargo security expert Elad Gadot, CPP. **Page 2-3, 6**

### Detex

Jetway Protection—Panic Hardware Lets Good People In and Keeps Bad People Out. **Page 5**

### Partnered ads inside this issue:

Live Earth **Page 7**  
Napco **Page 8**



# PORT PARTNERSHIP

Partnerships With Federal Agencies Are Key to the Safety and Security of Port Halifax.

Halifax, Nova Scotia is an idyllic seaside city on Canada's eastern coast, a city that has a port bustling with commercial and tourist activity. *Security Management* caught up with Aaron Dickson, manager of port security and emergency preparedness and port security officer at Halifax Port Authority, and asked him to provide a snapshot of how security functions at the facility.

## At a high level, as the leader of port security for Halifax, what are you responsible for?

Port security is federally mandated by the government of Canada, and the regulatory body is Transport Canada Marine Safety. We have 17 or 18 facilities, including the port as a whole. Several container ships arrive each day, and we have a fairly robust cruise industry running from April through November—we anticipate having over 200 cruise ships this year with 350,000 cruise passengers, and that's not counting

crews. All of that has to be compliant with the Marine Transportation Security Act and the regulations that come with it, as well as the Canada Marine Act, which is where Canadian ports get their authority.

Every facet of the port has security as part of it. Everybody from the people who work at the port to the ships that sail into the harbor to the marine facilities and transportation trucks—there's a security element to all of that, and it's 24/7/365. We have continuous communication with our partners, including emergency channels if necessary. Basically it's all-encompassing.

## What are some of the major security concerns for ports, and what is your role as port security?

As a port, we're not an enforcement agency. Our biggest concern, and the role we play, is to align with and support our partners. If there are significant

threats that we should be concerned about, they make us aware of them and provide whatever details we need that will help us in turn help them. And as our security operations uncover anything, we bring them in right away.

## Who are these partners?

Relationships are key with us. We have relationships with many different agencies, including the RCMP (Royal Canadian Mounted Police), CSIS (Canadian Security Intelligence Service), and others—Canadian Border Services.

## And how do you interact with these partners?

We have a Port Security Committee, which I chair, that is mandated by federal government regulation. Representatives from all of these agencies together with representatives from port security, including myself, together sit on the committee. We





get together regularly—a few times a year—to discuss security procedures and any trends or issues, and we're in constant communication in between meetings. The group works very well together. Our biggest concern is making sure we align with them and support them. If any significant security issues come up at the port, it's our job to relay the information to the committee.

### **What is your security staffing structure at the port?**

Halifax Port Authority has a mix of contract and key designated security staff positions. I'm the primary security manager, and then we have designated security officers for each of the facilities that we operate and manage—they're our marine facility security officers.

We have a contract service provider here in Halifax that does all of our frontline guard staffing, which includes staffing our gatehouse and patrols. We also have a 24/7 operation control center we call the primary control center, and that is staffed by contract security. We have several security staff working shifts to provide 24/7 coverage.

### **Do you have to train the contracted guard on the specifics of port and maritime security?**

It's in the contract that the staff provided to us have to have security training. It's a Canadian government requirement for a specific training program, so all guards working in port security are required to have that specific training. There is a security guard supervisor, part of the contract, that reports to me, and I give that person the overall mandate for security of the port who then oversees the guards.

### **How do you go about mitigating the risk of insider threats?**

It certainly starts with the Transportation Security Clearance, which is a vetting process that most people with positions in the port must undergo—whether it's the stevedores,

people who work in the port authority like me, or the security guards we use. We all have to apply with Transport Canada for the clearance, which involves an extensive, five-year background check.

### **Other than guards, what other security measures do you have?**

Like a lot of ports, access control is key. I work closely with our information technology services team for a lot of that. We have a swipe access system for our gates and terminals—if you don't have business on a terminal, you will not gain access. We have an extensive camera system. Guards in the primary control center are monitoring all of those systems 24/7.

### **During the height of the cruise season, do you need to approach security any differently?**

The safety and security of our cruise passengers is a very big part of our business mandate here. We have an entire part of our team dedicated to cruise ships. We do have different alert levels of security, and with cruise ships, there's always a heightened level. Unlike a cargo terminal where you have a main access gate, there's a lot more security involved with cruises, including cameras, check points, and other needs. Bottom line is, we want passengers to have a great time when they get on shore, and to not have to worry at all about their safety.

### **When a breach, emergency, or other incident occurs, how do you deal with it?**

We do a lot of planning and training for incidents. Most importantly, we work very closely with our federal agency partners. When there's a significant incident, we will stand up our incident command structure. A large portion of our staff is trained in incident command systems from our security staff to communications to anybody that would have a role. We would establish an emergency coordination center—and again, it's something we drill

and practice every year. Every year we have a large port-wide security exercise. Our partners participate with us.

### **How do you instill a culture of security at the port?**

I think getting people to buy into a culture of security and safety is much easier these days than it used to be. We live in a society where there are checkpoints, and people understand that the checkpoints and scans are to keep them safe. Safety, security, and the environment are the three pillars. People realize those three things are designed for their own good. People want a safe, healthy, secure environment to work in, so as long as people can see that's what we're trying to provide them, it's not a hard sell.

### **How would you summarize the approach to security and emergency planning at the port?**

We're very proactive at Port Halifax making sure we have an emergency team, we have emergency planning, and a health and safety program and security program all working together. The biggest thing is that we don't do it alone; we're very much driven around the partnerships we have. I'm proud of the security committee we have in Halifax—meetings are well attended and people are very keen on working here together to make sure the port is a safe and secure place to do business. The takeaway is it's not just us, it's a partnership.



Aaron Dickson

# SECURITY MANAGEMENT

# WHEREVER YOU ARE

It's never been easier to access the vital knowledge you need to stay on the forefront of the security profession.

Receive timely information on emerging security threats and practical solutions through the channels that best fit your schedule and career.



## MAGAZINE

Read the award-winning print publication from ASIS International.



## SOCIAL

Join the discussion on Facebook and Twitter.



## WEB

Enjoy the latest news and a responsive design that looks great on your smartphone or tablet.



## PODCAST

Hear what security professionals are talking about.

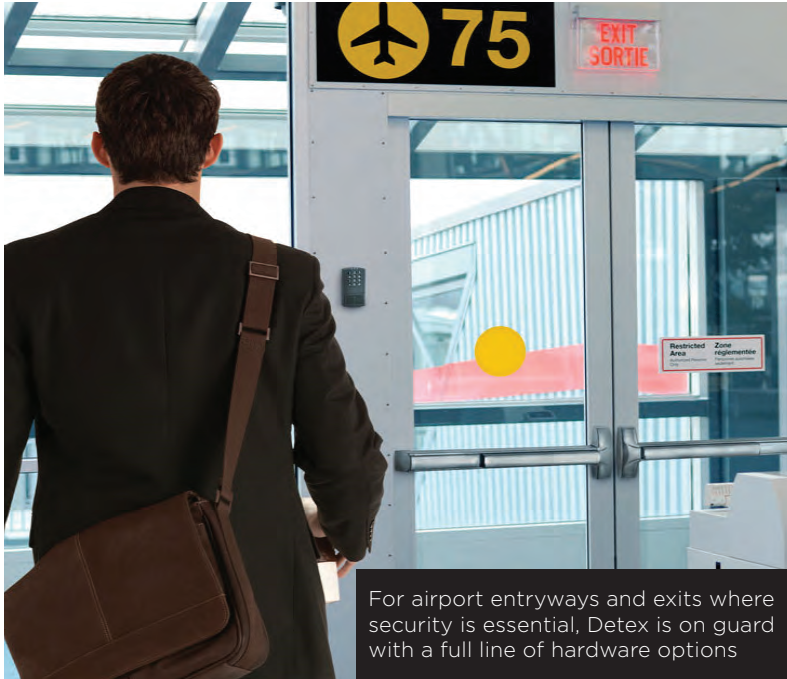


## EMAIL

Subscribe to the SM Daily and Weekly Newsletters.

# JETWAY PROTECTION — PANIC HARDWARE

Lets Good People In and Keeps Bad People Out.



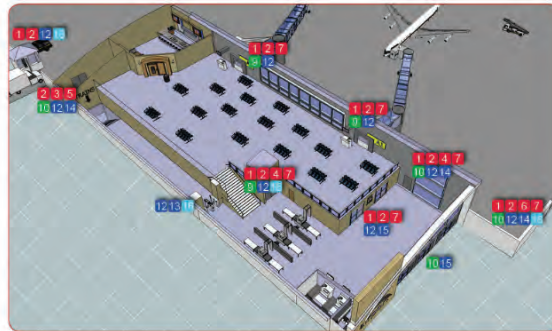
For airport entryways and exits where security is essential, Detex is on guard with a full line of hardware options

For more than a century, Detex has earned the trust of millions of property owners to secure and protect their people and property. From our newest innovations in life safety and security door hardware, integrated door security systems, and guard tour verification technologies. Detex, a USA company, designs, manufactures, markets and ships our products from New Braunfels, TX and is recognized as a best-in-class life safety, security and security assurance manufacturer, worldwide.

For airport entryways and exits where security is essential, Detex is on guard with a full line of hardware options, including our exclusive panic hardware that integrates delayed egress and latch retraction in a single patented device.

Operation is simple for airport staff: latch retraction allows easy access with card or keypad, without sounding an alarm. But unauthorized attempts to enter secure areas trigger the alarm and keep the door locked for 15 seconds so that staff can respond. Designed specifically for this kind of use, Advantex Delayed Egress/Latch Retraction hardware is engineered for reliable performance, low maintenance, and long life.

With no magnetic locks or electric strikes to wear out, this is the innovative hardware your facility needs for reliable, effective performance. In such environments, multifunctional flexibility is



- 1 - Maximum Security
- 2 - Restricted Access
- 3 - Receiving Door
- 4 - Tailgate Detection
- 5 - Trash Removal Door
- 6 - Weatherized Outdoor Area
- 7 - Security Swing Door
- 8 - Lockdown
- 9 - Fire-Rated
- 10 - Emergency Exit
- 11 - Windstorm-Rated
- 12 - Access Control
- 13 - Optical Turnstiles
- 14 - Employee Entrance
- 15 - Entry/ADA Swing Door
- 16 - Guard Tour

important. As the sample graphic depicts, each entryway must accommodate specific security functions. For example, a door marked as an emergency exit that includes the 15-second delay can be programmed to override the delay if a facility's emergency alarm has already been tripped. In

addition, different configurations (such as single doors, double doors, or double doors with center mullion) means the security functions can adapt to the facility's needs to accommodate vehicles, for example, or for security-controlled ADA-compliant doors and passageways.

## DETEX CORPORATION

www.detex.com/transportation1  
800.729.3839  
marketing@detex.com

For product info #101 securitymgmt.hotims.com

Where Trust is Built™  
**DETEX**®  
Life Safety, Security and Security Assurance



# THE MANY THREATS FACING AIR CARGO SECURITY

From Lithium Batteries to Improvised Explosive Devices to Insider Threats, Air Cargo Facilities See Many Security Challenges.

In this interview, *Security Management* asks Elad Gadot, CPP, executive director of Corposec, an aviation and supply chain security and regulatory compliance company based in Austria, about the state of air cargo security.

## What is top-of-mind when it comes to air cargo security?

Within the cargo sector, the main issue today is dangerous goods. Undeclared lithium batteries can actually catch fire while in transit, whether on the ground or in the plane. It's more of a safety issue than a security issue, but it's getting more and more attention because it takes planes down. It can cause huge damage to the plane or even in an air cargo facility.

## And I assume terrorism remains an ongoing concern?

We have to deal with the ability and capabilities of terror organizations to conceal hidden improvised explosive devices in cargo like they did in 2010 when they manipulated printer cartridges into a ticking bomb that was actually uplifted. There is a guy who is the chief engineer of al Qaeda in the Arabian peninsula who manages to come up with new ideas of how to hide IEDs, how to make them go undetected through security controls with passengers, with cargo hold baggage, and carry-ons, so

those are the many issues I see with the IEDs.

## How can air cargo facilities security address these concerns?

We have big issues with insider threats within airport operations, especially within the cargo side, which is the nonglamorous side of aviation. It's a working place, and some places take it really seriously. The best example would be Cairo: it's like a hospital, so clean, it's unbelievable. And then other places are filthy, they never clean, the conditions are bad. The jobs are low pay, and you're working in the heat or the cold, overnight, it's loud, so finding and keeping people in jobs can be a challenge, and with the right amount of money you can bribe anyone.

## What needs to be done about insider threats?

It's basically in the regulations. Every air facility is going to have regulations to address workers, but they can be hard to enforce—particularly in places where it is hard to fill the jobs. It starts with the recruitment process and the screening of candidates, but even if the facility is able to follow the regulations and the hiring process screens out potentially unsafe workers, the checks usually do not continue, and people are being radicalized every



Elad Gadot, CPP

day. There are systems that can do ongoing analysis and potentially spot workers who are becoming radicalized, but not a lot of people are using those systems. Especially in cargo, because you're talking about such small margins.

## What advice would you give to people in charge of air cargo security facilities?

They have to be vigilant and careful on three elements. First, it's the screening of people and insider threat which is a big issue at the moment. Recruitment from the beginning on is critical. The second thing is the technology. You cannot rely too much on technology. You have to choose the right technology for the right operations, it doesn't matter if it's a body scanner, an x-ray, an EDS or ETD, or even a dog, all of these tools have their place. And finally work on the procedures. I would say always ask five times "why?" Why is it like that? Why are you doing that? Do a root cause analysis and don't accept things for what they are. Be critical with your analysis and critical with your thinking. If one of those elements is not well controlled or being overlooked, their security system will collapse.





**Optimize transportation and fleet operations, increase driver and passenger safety, reduce risks and enhance communication all from a real-time common operating picture.**

The Live Earth data visualization platform collects data from millions of data sources and presents them in real-time on a common operating picture.

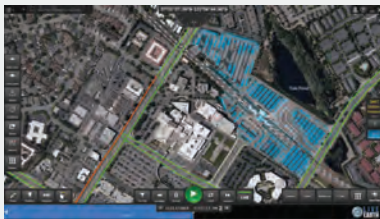
**See** what is happening in real-time across a variety of data sets.

**Decide** by leveraging alerts, analytics and historical analysis.

**Act** immediately with integrated sharing capabilities.

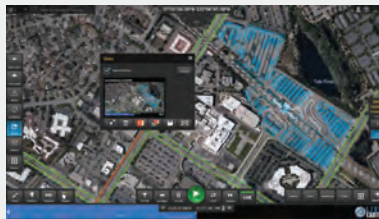


## REAL-TIME ALERTS



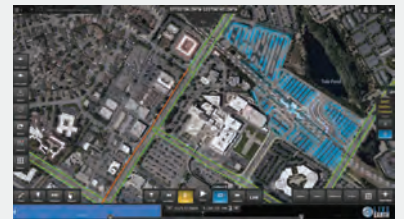
Increase communication with customized alerts from multiple devices, sensors and systems to respond to real-time events quickly.

## INSTANT SHARING



Publish content out of the platform with screenshots, images, links and videos. Direct appropriate personnel with in-platform tools.

## HISTORICAL ANALYSIS



Review and reconstruct previous critical events through DVR like functions to understand and plan for future events.





Enterprise  
Integration  
**CA4K**  
Continental Access

**LENEL**  
OpenAccess Alliance Partner

**connected**  
PARTNER PROGRAM  
SOFTWARE HOUSE

## Easier Wireless Access Locking, *Your Style, Your Way*

- **Class-leading wireless access locks for every application** - Lowest-maintenance, longest battery life, keyless access, multi-credentials, matching models inside & out
- **Cost-saving, easily networked - No Panels, No PIMs** - Choose Networx® Ethernet, WiFi &/or POE Gateways & Extenders, each controlling over 60 locks
- **Wireless keyless access solutions for all doors**, from mortise, to narrow stile, to exit devices. Cylindricals simply retrofit standard locksets in about an hour.
- **Global or Local Management & Lockdown** - Networked to save staff labor from door-to-door operations & provide emergency solutions, via lock, keyfob or server, including Enterprise Integration in realtime, with top platforms, Continental, Lenel®, Software House®
- **ArchiTech Networkx: Same proven Trilogy® electronics, but designer minimalist look, customizable** with hundreds of architectural finishes & Grade 1 Lock styles and various colors/shapes of multi-tech ID reader + Smart Mobile iLock® App
- **New! Security Manager App option, makes any smart phone a Virtual Enterprise Workstation;** control doors, users, threat levels, etc. (w/CA4K)



### MORE AFFORDABLE

Lowest labor & equipment costs without sacrificing top conventional access features



### CENTRALLY MANAGED

Auto-Schedule program updates, queries, or free access by time, by door & more



### GLOBAL LOCKDOWN

or unlock in seconds from the server or any lock



### EASY INSTALL

Replaces any door lock, on any door type, neatly, quickly



### EASY NETWORK

No wires to run to doors. Uses customers' existing network or Ethernet & multi-lock (63 locks/gateway) gateways & opt'l repeaters



### USERS

Supports thousands of PIN, ID or iLock App users. Easily local/remotely

**networx**  
by ALARM LOCK

From the Makers of #1 Trilogy Locks  
**1.800.ALA.LOCK • www.alarmlock.com**

Trilogy, Networx, ArchiTech, iLock, Continental & CA4K™ are trademarks of Alarm Lock, a Division of Napco. Other marks remain intellectual property of their respective cos.

For product info #103 securitymgmt.hotims.com