

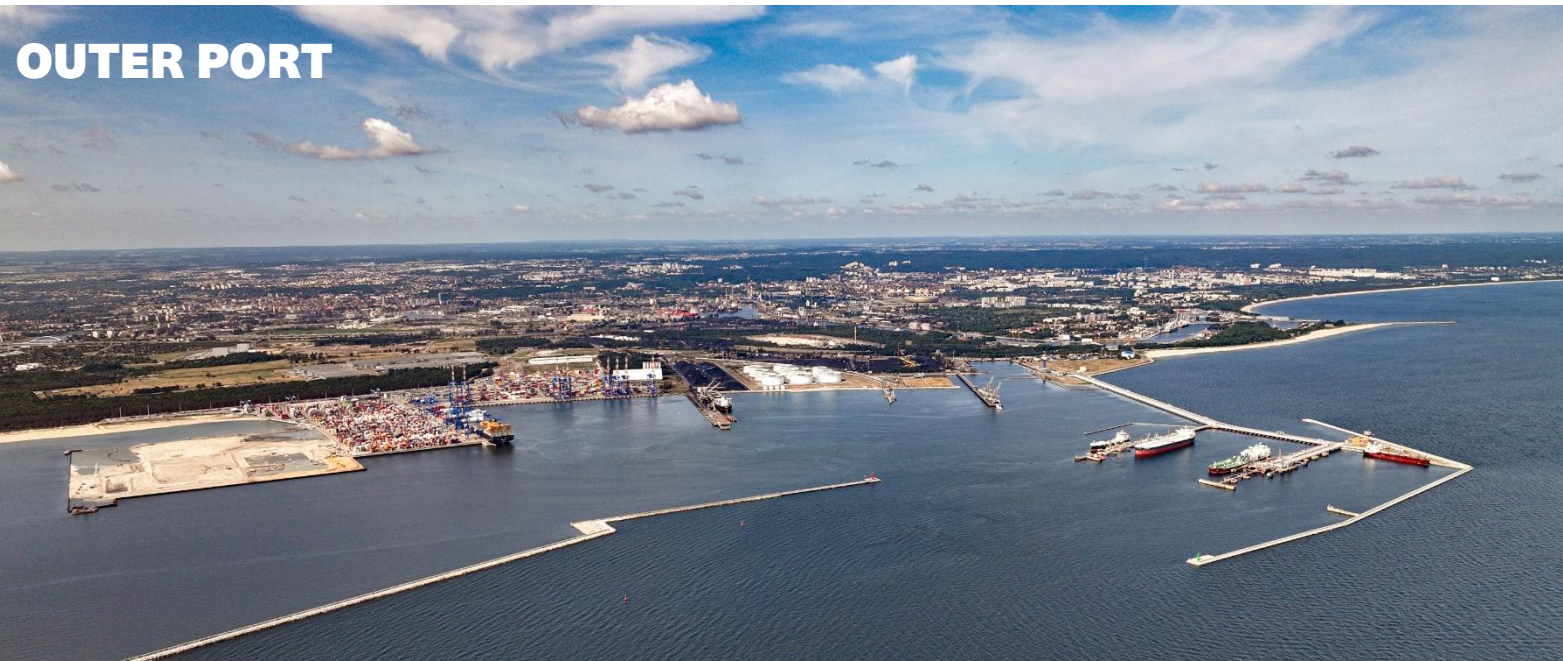
An aerial photograph of the Port of Gdańsk, showing the city's layout, the Vistula River, and the port's infrastructure. The image is overlaid with a dark blue gradient and abstract circular shapes in shades of blue and green. The text is in white, bold, sans-serif font.

Ports Protection and Cyber Security based on the example of the Port of Gdańsk Authority S.A. (PoGA)



**PORT
GDAŃSK**

STRUCTURE OF THE PORT



Ground	2,473 ha
Port water areas	13,515 ha*



* Regulation of the Minister of Transport, Construction and Maritime Economy of May 29, 2012, on the determination of the boundary of the seaport of Gdańsk from the sea, roadstead, and land side

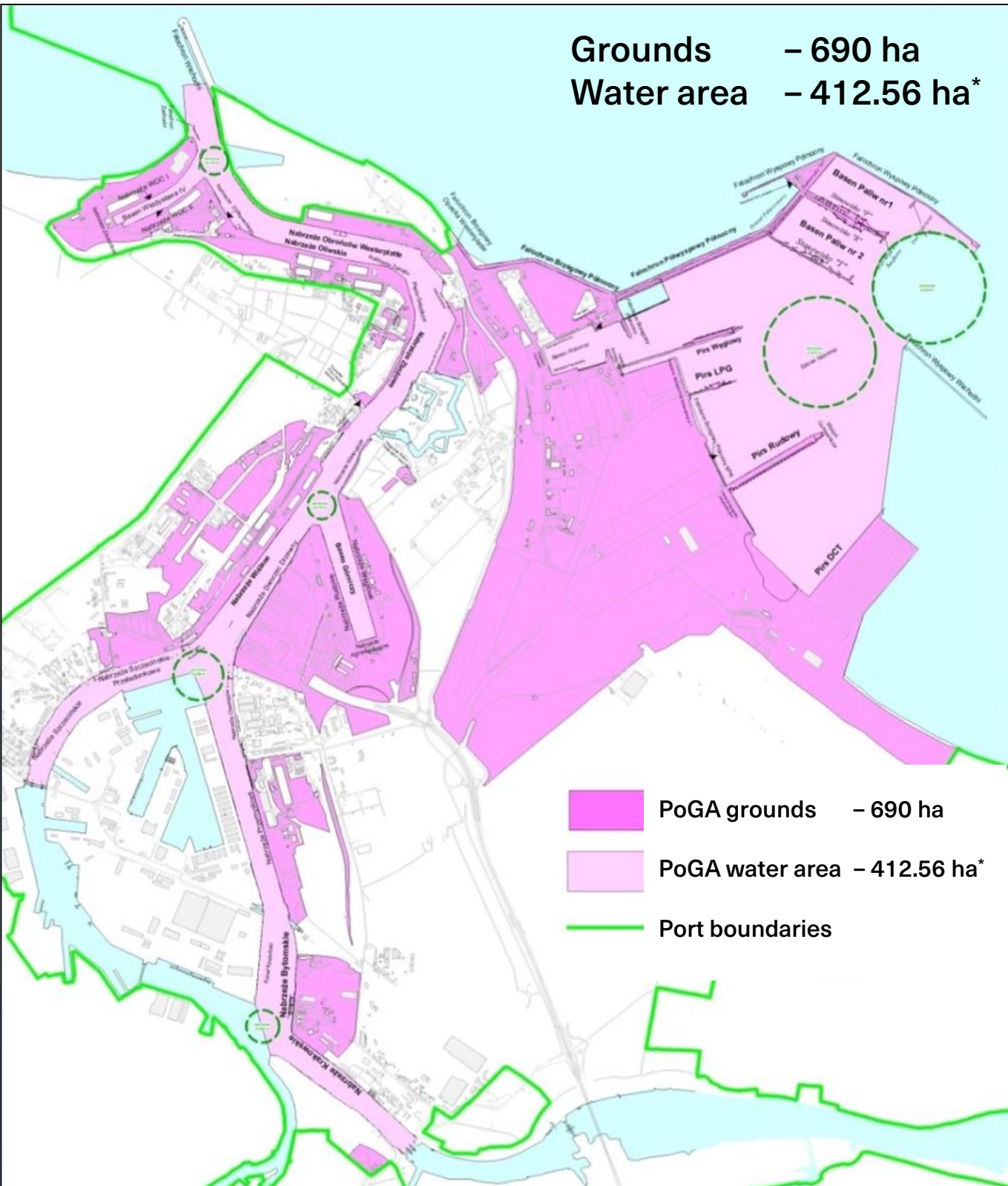
Strategic Context

- European ports are **key nodes** in both economic and defence supply chains.
- The **Port of Gdańsk** is:
 - Poland's **largest seaport**,
 - **9th among the largest EU ports**
 - **1st in the Baltic Sea** in terms of the number of containers handled
 - A **TEN-T core network port**,
 - A **critical entry point** for EU and NATO operations in the Baltic region.
- Strengthening **military mobility** enhances both **security** and **resilience** of Europe.

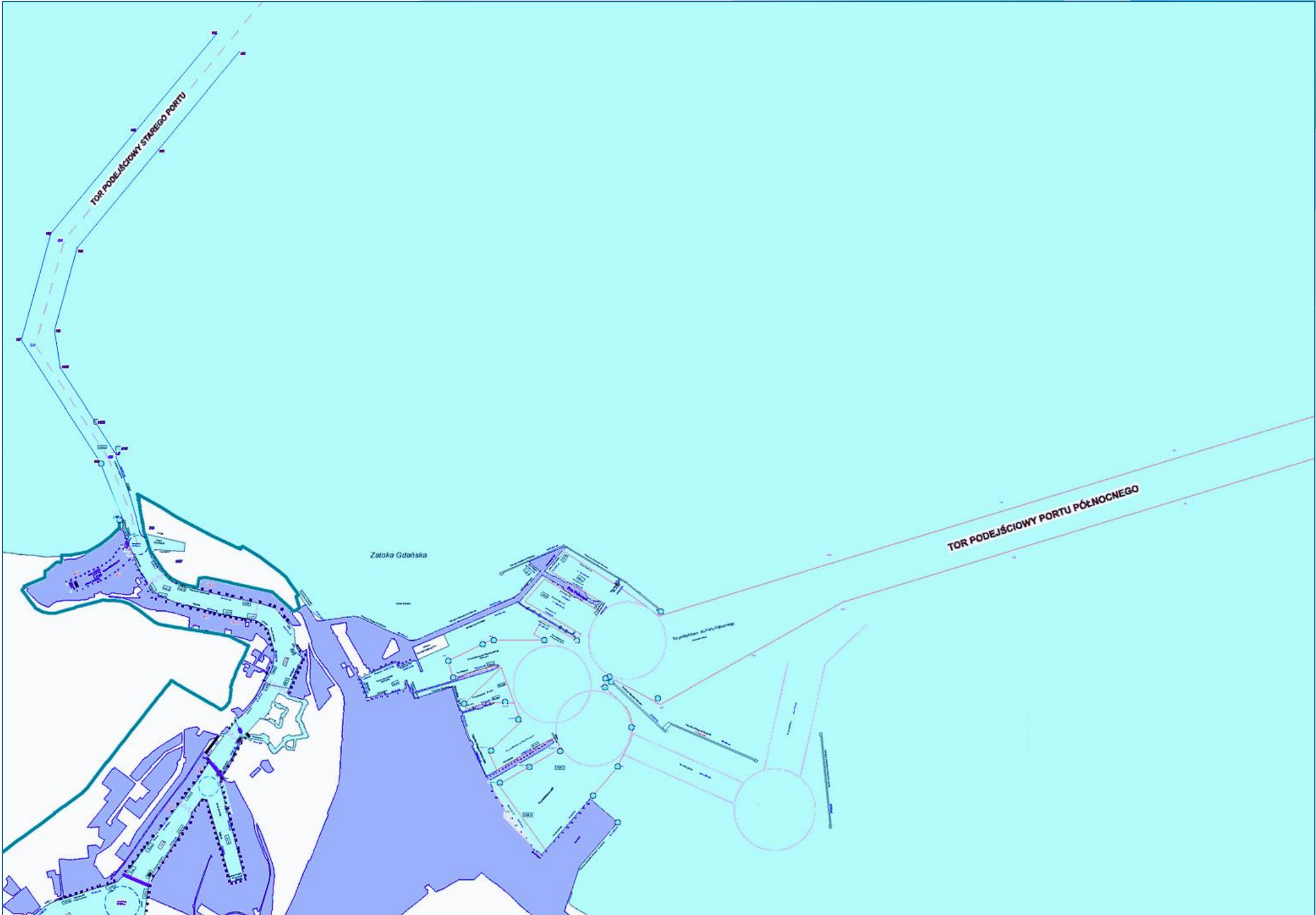


Source: portgdansk.pl

ORGANIZATIONAL STRUCTURE OF THE PORT



AREAS MANAGED BY PoGA



APPROACH CHANNELS



RESPONSIBILITIES IN THE AREA OF SECURITY

DIRECTOR OF THE MARITIME ADMINISTRATION



- implementation of security level 2 for a Port of Port Facility
- submitting a request to the minister responsible for maritime economy to implement security level 3 for a port or port facility
- execution of the tasks of the port security authority
- development of the port or port facility security assessment
- development and supervision over the implementation of the port security plan, execution of the tasks of the regional contact point
- cooperation with the PFSO (Port Facility Security Officer), CSO (Company Security Officer), Border Guard, Police, State Fire Service, and Customs and Tax Service in order to implement, as specified by law, the protection of navigation and ports

PORT AUTHORITY



- implementation of security in the port area, as specified by the Maritime Navigation and Ports Protection Act and the port security plan
- implementation of the Port Security Plan
- cooperation with the port security authority (Maritime Office) and the Port Security Officer (Port Captain)
- cooperation with the PFSO (Port Facility Security Officer), CSO (Company Security Officer), Border Guard, Police, State Fire Service, and Customs and Tax Service to implement, as specified by law, security in the port area and to ensure the conditions for them to perform their duties

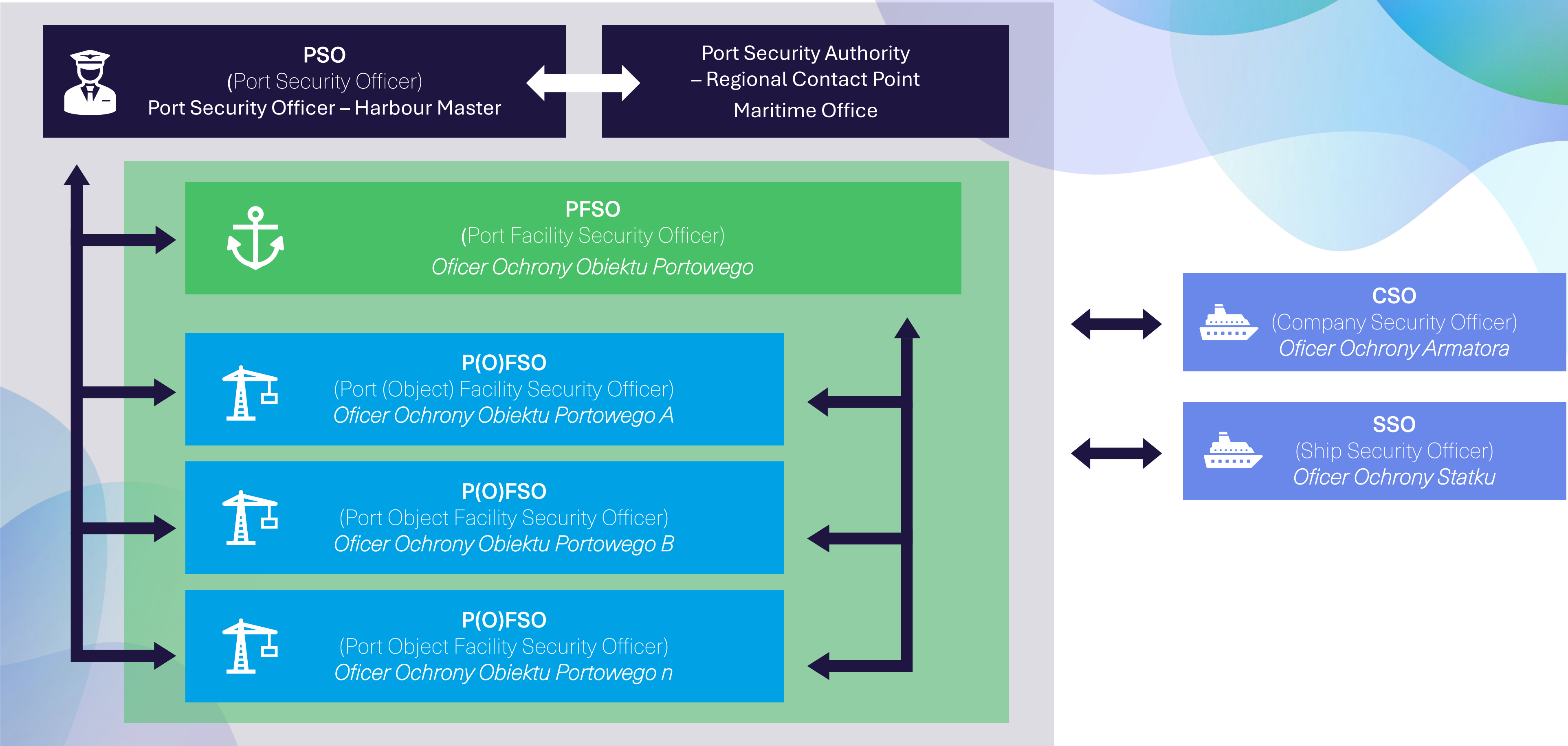
PORT FACILITY OPERATOR



- development and implementation of the Port Facility Security Plan
- appointment of the PFSO (Port Facility Security Officer) and ensuring close cooperation with the Port Security Officer
- issuance of an identification document to the PFSO (Port Facility Security Officer)
- cooperation with maritime administration authorities, the Border Guard, the Police, the State Fire Service, and the Customs and Tax Service to implement security within the port facility area, in accordance with the provisions of the law and the port facility security plan.
- provision of technical and financial resources for the implementation of tasks related to the security of the port facility, taking into account the recommendations resulting from the port facility security assessment

* According to the Act on the Protection of Navigation and Seaports of September 4, 2008

ISPS CODE IN THE PORT OF GDAŃSK



SECURITY SYSTEM IN THE PORT OF GDAŃSK



24/7 SECURITY CHECKPOINTS



INTERVENTION GROUPS



ARMED RESPONSE POSTS



ENTRY CHECKPOINTS



CCTV VIDEO SURVEILLANCE IN THE PORT OF GDAŃSK

749 CAMERAS

- 148 PAN-TILT ZOOM CAMERAS
- 525 FIXED-POSITION CAMERAS
- 4 MOBILE SURVEILLANCE CAMERAS
- 4 SHIP-MOUNTED CAMERAS
- 46 LICENSE PLATE RECOGNITION CAMERAS
- 16 CAMERAS ON MOBILE SECURITY TOWERS
- 6 THERMAL CAMERAS

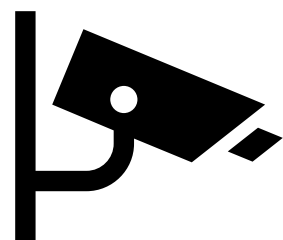


MOBILE SYSTEMS



PORT GDAŃSK OPERATIONS CENTER

Rescue Center



CCTV
MONITORING



ACCESS
CONTROL



INCIDENT
RESPONSE

FIRE
PROTECTION



PORT SHIFT SUPERVISOR
PORT SECURITY DUTY OFFICER
FIRE PROTECTION DUTY OFFICER
ARMED INTERVENTION POST



PORT
GDAŃSK

PORT SECURITY UNITS

PORT SECURITY UNIT (SUFO*)

- PERMANENT SECURITY
- MONITORING
- ESCORT



"FLORIAN"/WUŻ PORT FIRE DEPARTMENT

- OPERATIONAL-TECHNICAL AND EMERGENCY RESPONSE SUPPORT
- WATERSIDE FIRE PROTECTION



"FLORIAN" PORT FIRE SERVICE UNITS

- OPERATIONAL-TECHNICAL AND EMERGENCY RESPONSE SUPPORT
- LANDSIDE FIRE PROTECTION



* SUFO - Specialized Armed Security Formation

MARITIME PORT FIRE PROTECTION



TUGBOAT AJAX (FF 1)
1200 m³/h
-
4 firefighters



TUGBOAT AKUL (FF 1)
-
barrier Expandi 400 m
4 firefighters



TUGBOAT TYTAN (FF 1)
600 m³/h
barrier Expandi 300 m
4 firefighters

MARITIME PORT FIRE PROTECTION



GCBA 5/22
4 firefighters
Location "Nothern Port"



GCBA 4/24
4 firefighters
Location "Nothern Port"



GCBA 7/22
3 firefighters
Location "New Port"

PATROL BOATS






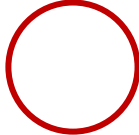



"PIORUN"
Length: 11 m
Width: 3,6 m
Draft: 0,8 m
Freeboard:1,9 m



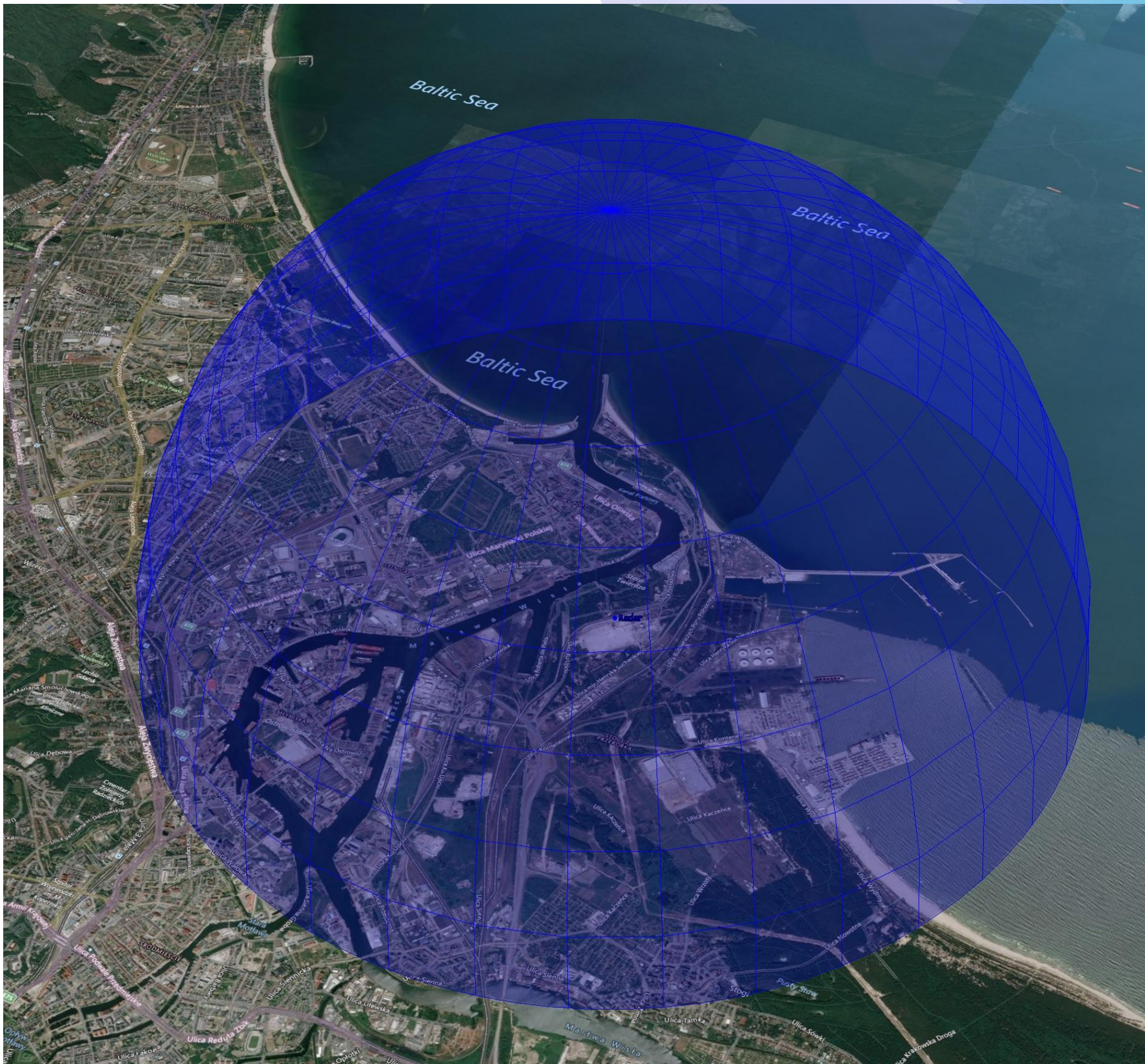
"PORTOWIEC"
Length: 14,95 m
Width: 4,7 m
Draft: 1,5 m
Freeboard: 2,09 m

DEPLOYMENT OF FIREFIGHTING FORCES AND RESOURCES

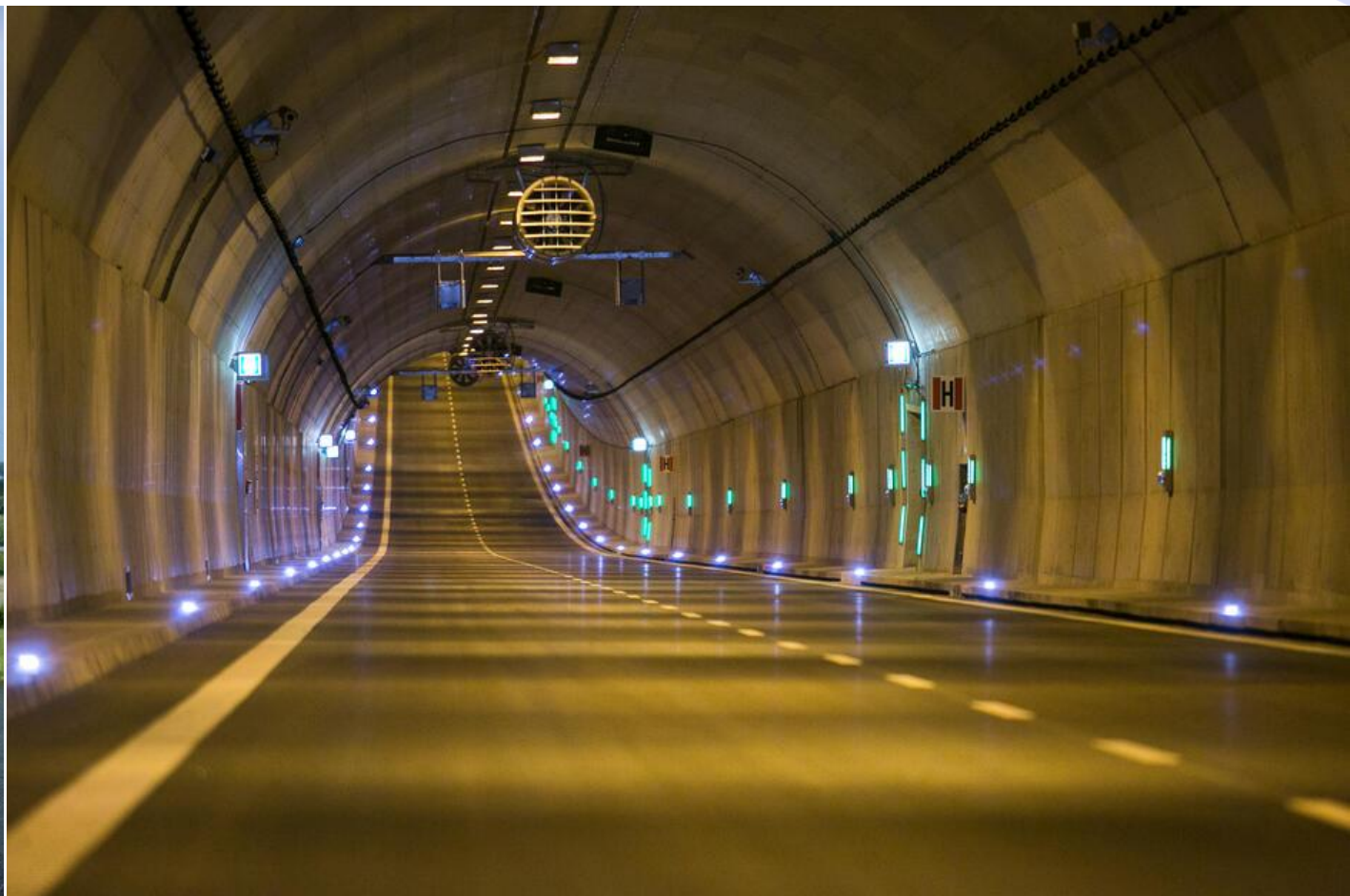


-  FIRE POMP STATION
-  FIREFIGHTING VESSEL BERTH
-  STATE FIRE SERVICE POST „FLORIAN”
-  OIL SPILL BARRIER
-  FIRE SERVICE GARAGE „FLORIAN”
-  FIRE PROTECTION MONITORS
-  BOAT BERTH PIORUN

ANTI-DRONE SYSTEM



PROTECTION AND REDUNDANCY OF CRITICAL ROAD AND RAIL INFRASTRUCTURE



AREA OF ORGANIZED CRIME



100 kilograms of cocaine hidden in plastic bags at the bottom of the Gdańsk Bay

The cocaine could have reached a black-market value of up to 60 million PLN

100 kg kokainy na dnie Zatoki Gdańskiej. Akcja MOSG - GospodarkaMorska.pl



Fire in the warehouse at Przeróbka – caused by an explosion during drug production

In the warehouse at Przeróbka, criminals were manufacturing drugs – the fire started from an explosion in their illegal production facility

Pożar hali na Przeróbce - od eksplozji przy produkcji narkotyków



Nearly a ton of marijuana in a container. Operation in the Port of Gdańsk

According to the declaration, the container was supposed to contain eco-friendly floor panels. The value of the seized drugs is nearly 20 million PLN

Prawie tona marihuany w kontenerze. Akcja w Porcie Gdańsk - GospodarkaMorska.pl

CYBERSECURITY and its importance for the Port of Gdańsk

- **The uninterrupted operation of the port depends not only on quays and cranes, but increasingly on the stability of IT and OT systems.** Any security breach can lead to serious operational disruptions, financial losses, and damage to reputation.
- Currently, seaports – due to their key importance in the transport of goods and raw materials – are becoming the target of increasingly **sophisticated attacks**.
- The growing digitization of the entire industry means that **the spectrum of threats is constantly expanding**.



CYBER THREATS IN THE PORT OF GDANSK

**RANSOMWARE &
WIPERY**



**AATTACKS ON
OT/ICS/SCADA**



**ACCESSIBILITY
ATTACKS**



PHISHING




**SPOOFING &
JAMMING**



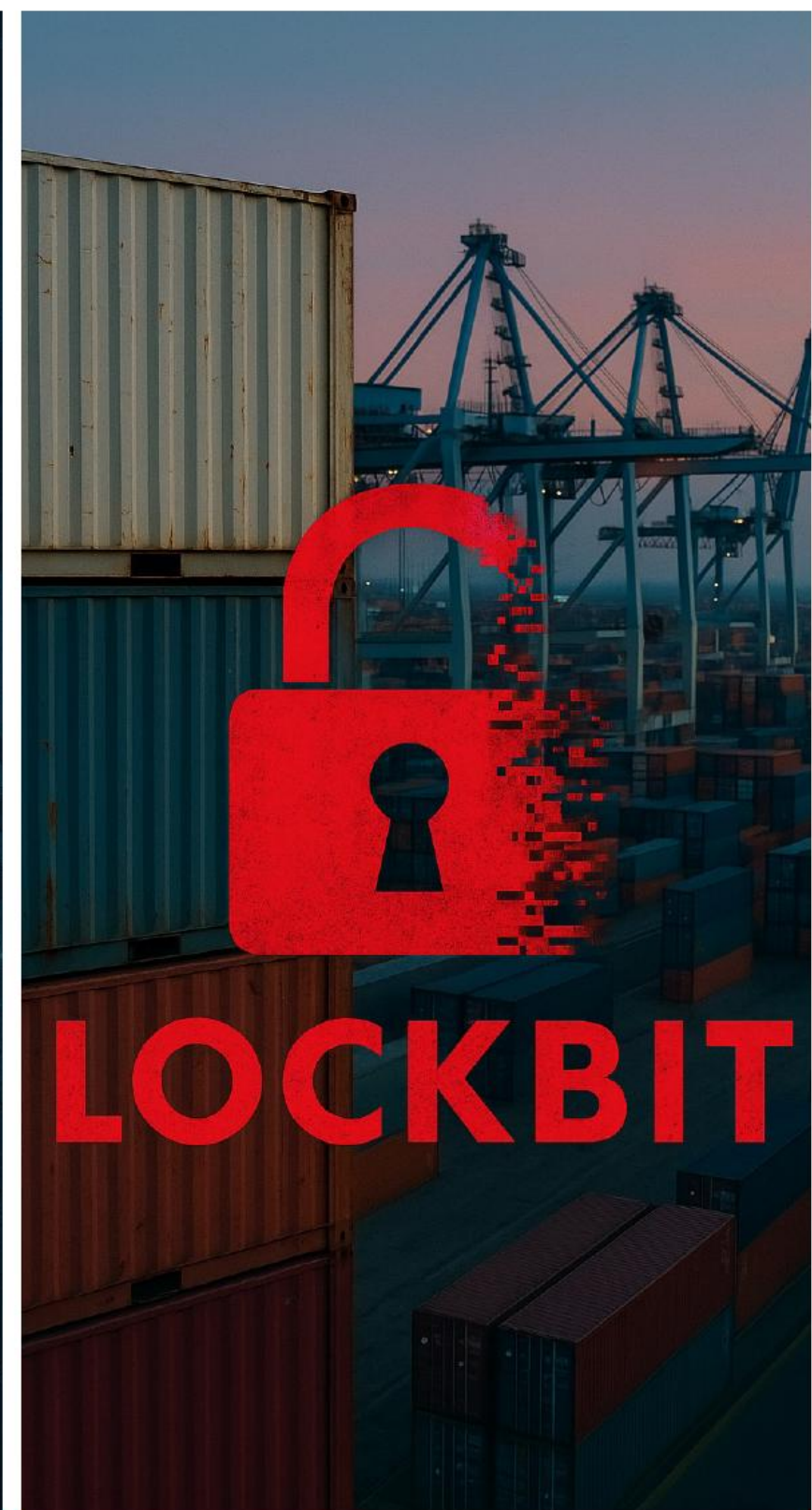
THE MOST FAMOUS CYBERATTACKS ON PORT AND MARITIME INFRASTRUCTURE

Warnings and guidelines for the Port of Gdańsk



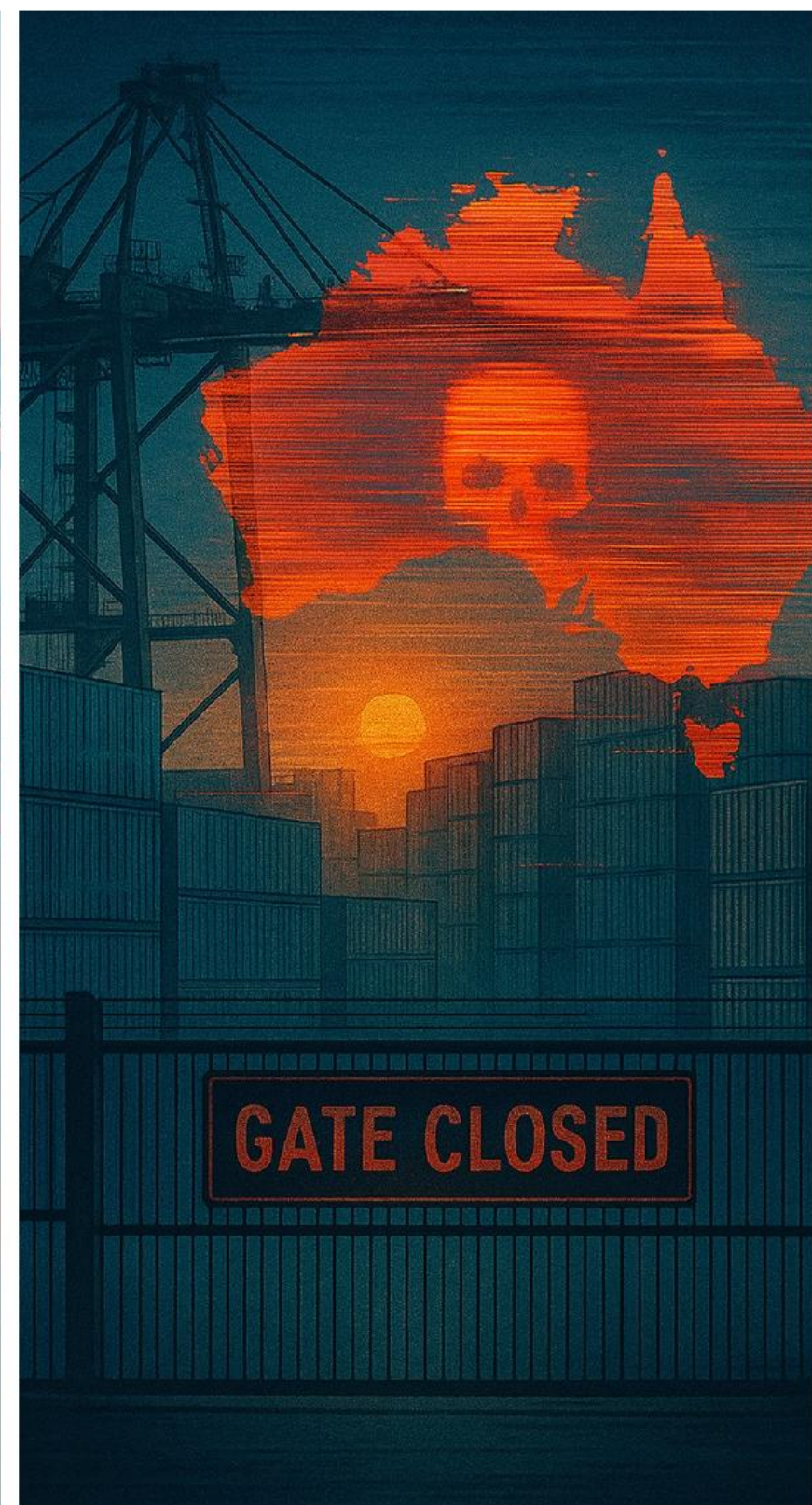
A dark, industrial scene with a large red biohazard symbol in the center. The symbol is composed of horizontal lines and has a red exclamation mark at its base. In the background, there are stacks of shipping containers and a crane.

CrowdStrike




A dark, industrial scene with a large red padlock in the center. The padlock is open, and the word "LOCKBIT" is written in large, bold, red capital letters across the bottom. In the background, there are stacks of shipping containers and a crane.

LockBit



A dark, industrial scene with a large red skull in the center. The skull is composed of horizontal lines and has a red exclamation mark at its base. In the background, there are stacks of shipping containers and a crane. A sign on a gate in the foreground reads "GATE CLOSED".

CitrixBleed



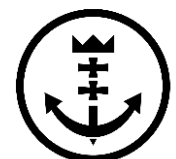
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NotPetya

CYBERSECURITY PILLARS AT THE PORT OF GDANSK

The cybersecurity at our port is an integrated system that includes 5 main pillars:

- People
- Processes
- Technology
- CooperationS
- tandards and regulations



PORT
GDAŃSK



MILITARY LOGISTICS

Regular unloading of military equipment – tanks, armored combat vehicles, howitzers, and other equipment that is delivered to national and allied military forces



EVOLVING SECURITY ENVIRONMENT

- The **war in Ukraine** and growing geopolitical tension have reshaped logistics priorities.
- Ports must adapt to **dual-use** operations:
 - Civilian + military logistics.
 - New demands require **rapid investments, legal clarity, and resilient infrastructure.**



Source: Public Domain

CORE NEEDS OF PORTS

- **Flexible and adequate financing tools** for dual-use projects.
- **Legal framework** enabling military-related investments in civilian ports.
- **Resilience standards** and protection systems.
- **Efficient coordination** with military authorities.
- **Simplified procedures** for cross-border transport and oversized cargo.



Source: Public Domain

FINANCING CHALLENGES

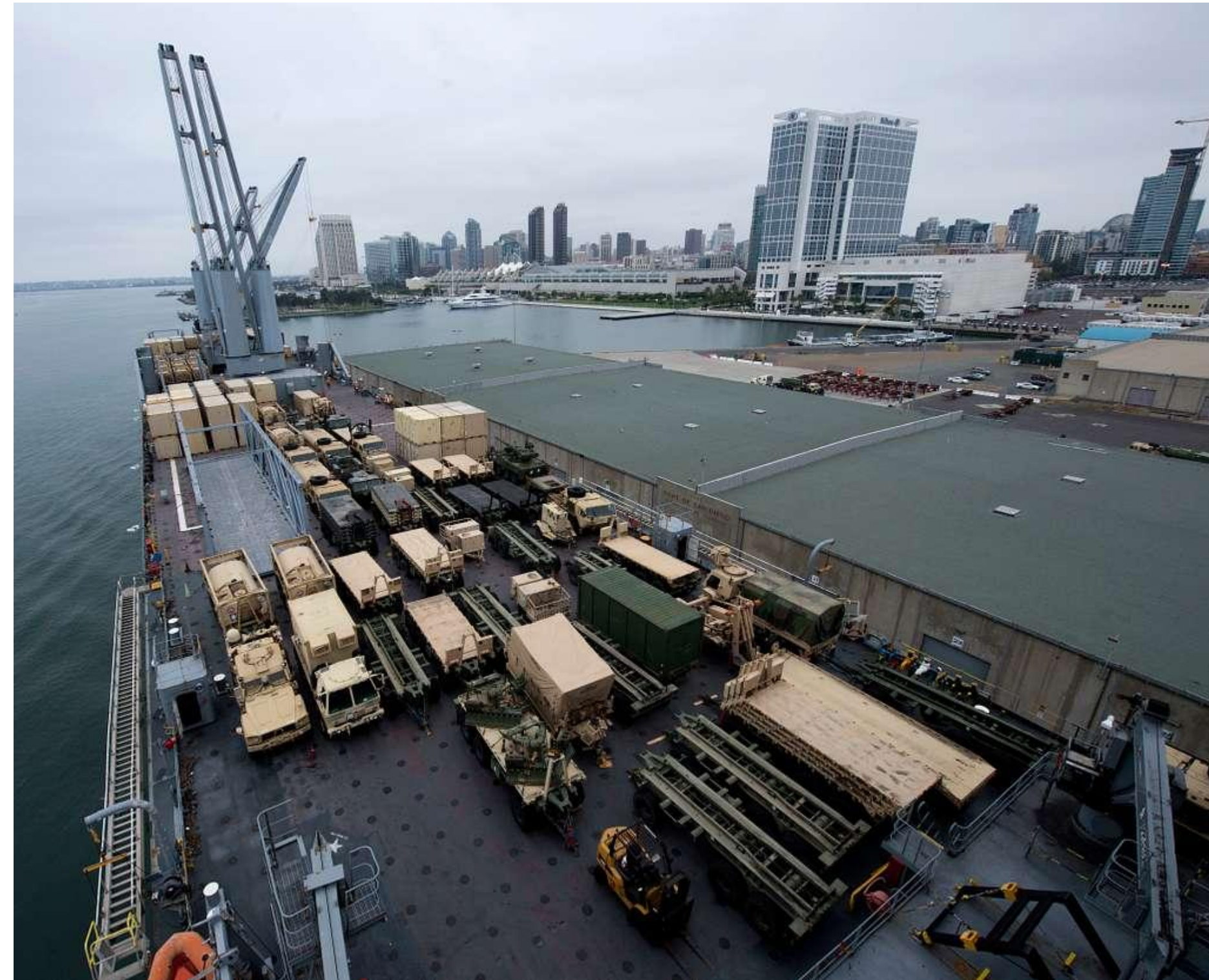
- **Investment gap** in dual-use infrastructure remains **enormous**.
- Current calls under **Military Mobility** are **too infrequent** and **slow**.
- **Needed improvements:**
 - Continuous or rolling calls for funding.
 - Faster evaluation and approval processes.
 - Expanded list of eligible infrastructure (yards, warehouses, parking, access roads).



Source: Public Domain

LEGAL AND REGULATORY BARRIERS

- Civilian seaports are **not covered** by Directive 2009/81/EC (defence and security procurement).
- This limits:
 - Access to EU funding,
 - Speed of procurement,
 - Legal consistency for dual-use projects.
- **Proposal:** extend the directive to include **strategically important civilian ports**.



Source: Public Domain

TECHNICAL AND INFRASTRUCTURE CONSTRAINTS

Regard to COMMISSION IMPLEMENTING REGULATION (EU) 2021/1328 of 10 August 2021 specifying the infrastructure requirements applicable to certain categories of dual-use infrastructure actions pursuant to Regulation (EU) 2021/1153 of the European Parliament and of the Council:

- **Rigid EU technical criteria** (e.g., 12–14 m quay depth) may **exclude key ports**.
- Port of Gdańsk successfully handles **military operations at 10.5 m draft**.
- Need for **flexibility** or **derogations** in technical requirements for funding eligibility.



Source: Public Domain

RESILIENCE AND SECURITY REQUIREMENTS

- Ports face **increased exposure** to hybrid and physical threats.
- EU-wide **common standards** for:
 - Port resilience,
 - Business continuity,
 - Crisis recovery.
- Funding for **next-generation protection systems** is essential.



Source: Public Domain

CIVIL–MILITARY COORDINATION CHALLENGES

- Need for **systematic cooperation** between:
 - Port authorities,
 - National defence ministries,
 - Allied military logistics.
-
- **Challenges:**
 - Limited joint planning mechanisms,
 - Lack of shared infrastructure priorities,
 - No permanent military liaison presence in ports.



Source: Public Domain



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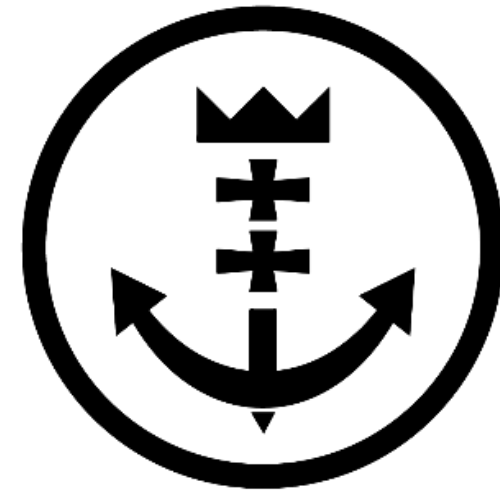
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/company/portgdansk



www.portgdansk.pl



**PORT
GDAŃSK**

OPEN DISCUSSION



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