Port of Antwerp-Bruges

NISDUC

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Port of Antwerp Bruges

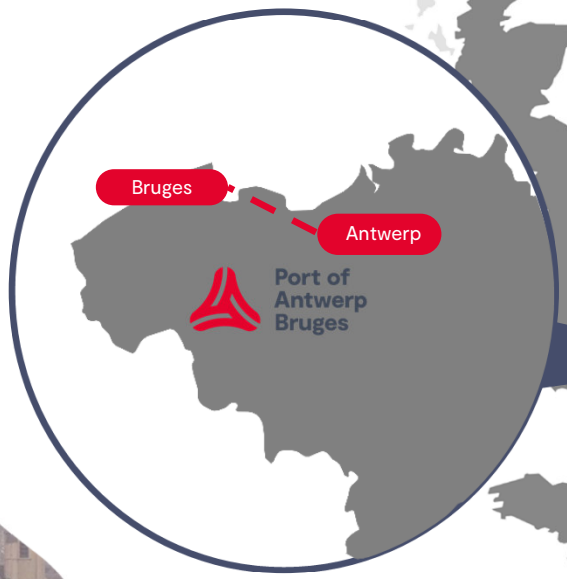
Contents

1. Who we are
2. What we do
3. NIS @ Port of Antwerp – Bruges
4. Cyber resilience Strategy
5. Conclusion

Port of Antwerp Bruges

Who we are

Port of
Antwerp
Bruges



A global port in the heart of Europe

One port
Two sites

Port of
Antwerp
Bruges

2nd largest port in Europe

Number one **export** port in Europe

Largest **car handling** port in Europe
3,507,461 million cars/year

Total throughput
287 mio tons/year

20,675
Seagoing vessels/year

Important **cruise** port in Benelux
547,374 passenger movements

Largest **chemical** hub in Europe

15% of EU **gas** market

Port of Antwerp Bruges

Belgium's most important economic driver

14,322
Hectares

4.5%
GDP

1,400
Companies

164,000 **jobs**
Direct and indirect

€ 20,8 billion
Added value

Energy transition
frontrunner

Port of Antwerp Bruges

Home port as a lever for a **sustainable future**

Vision

We aim **to be a world port that reconciles people, climate and economy**. Together with our partners and customers, we actively seek sustainable solutions. We **dare to be pioneers** and bring about a transition in the field of mobility, energy and **digitisation**.

We enable society, our partners, customers and employees to grow through our **focus on cooperation**, locally and internationally. We trust each other and work in networks where we develop and apply new insights and alternatives..

As such, we connect all the locations of Port of Antwerp-Bruges into a **unique hub in global trade and industry**, with the unmistakable feeling of a home port. Solid yet agile, we work every day to create the port of tomorrow.

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Daily operations

Frontrunner in four roles

Port Authority as a driver for Port of Antwerp-Bruges

Regulator

Operator

Landlord

Community builder

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The NIS Directive

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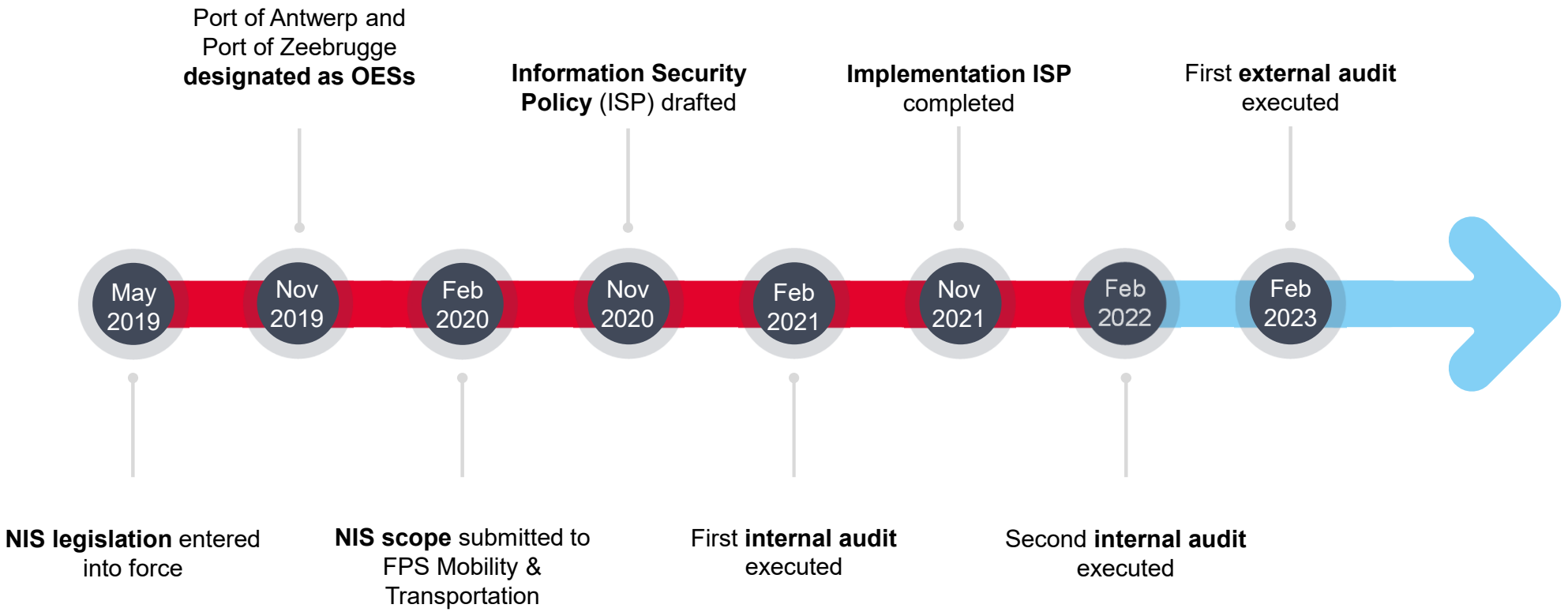
NIS implementation timeline



NIS legislation entered into force

Port of Antwerp and Port of Zeebrugge **designated as OESs**

NIS scope submitted to FPS Mobility & Transportation

Information Security Policy (ISP) drafted

First **internal audit** executed

Implementation ISP completed

Second **internal audit** executed

First **external audit** executed

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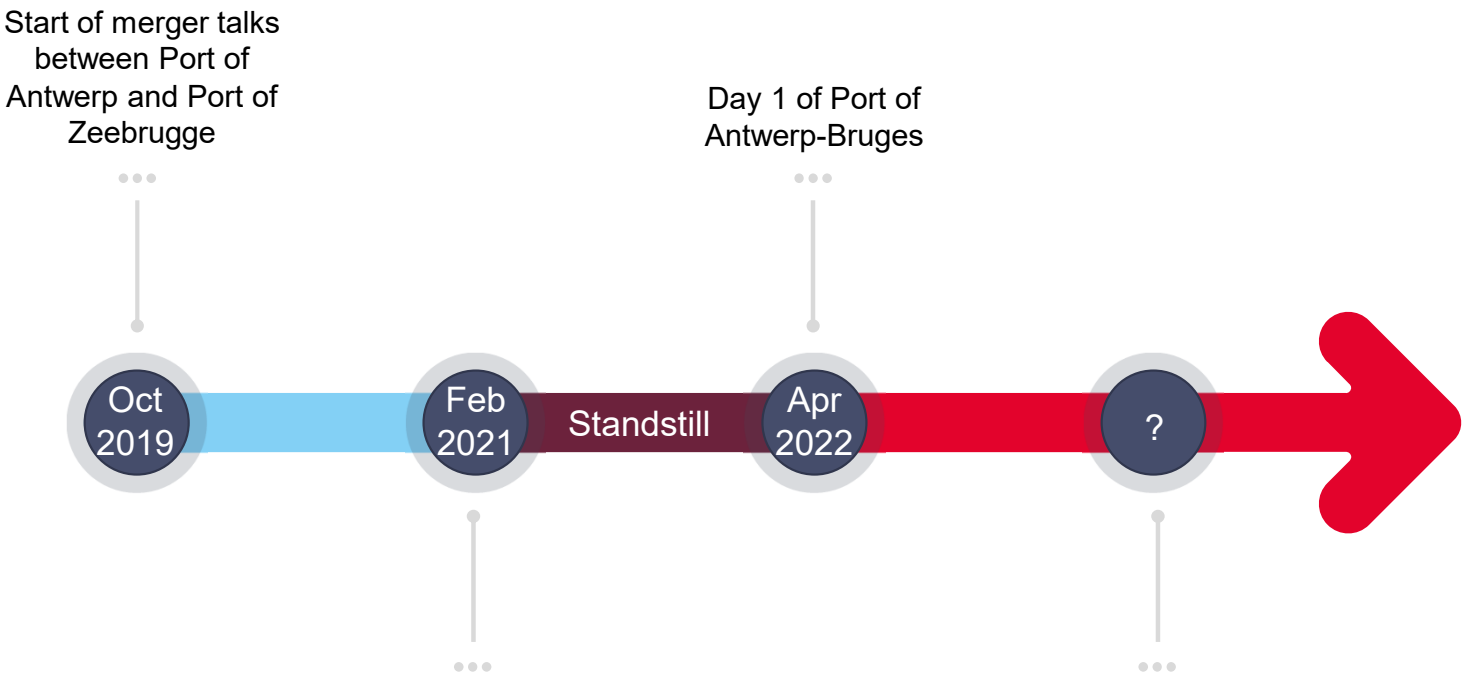
Merger between Port of Antwerp and Port of Zeebrugge



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Scope definition

Antwerp

1) Coordination of maritime traffic
2) Operating bridges and locks
3) Berth management
4) Tugboat services

Bruges

1) Zedis
2) Process network for bridge and lock control

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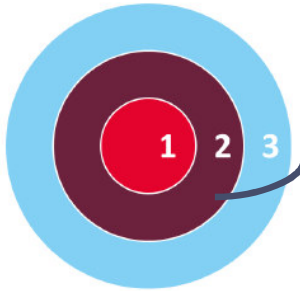
Technical and organizational measures

Information Security Policy (ISP)

1) Introduction
2) Strategy
3) Policy
4) Technical measures

CIS Controls framework



Port of Antwerp-Bruges:

IG2

Implementation Groups
(maturity levels)

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Cyber Resilience Strategy

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Competence domains Cyber Resilience

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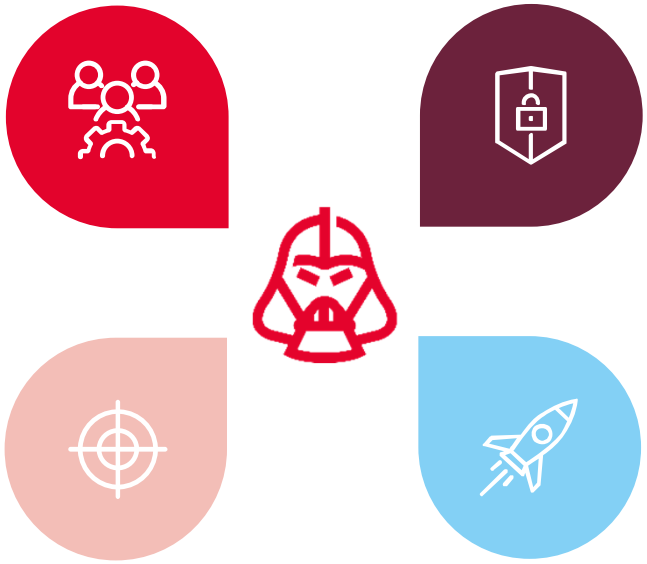
Cyber Resilience Strategy Port of Antwerp-Bruges

Governance and ecosystem
- Risk analysis of information systems
- Information security policy
- KPI's of information systems
- Audits of information systems
- Mapping of ecosystems
- Build relationships with ecosystem partners
- User awareness

Protection
- IT security operations
- IT security architecture
- Authentication en identification
- Physical security



Defense
- Detection of incidents
- React to incidents
- Reporting of incidents
- Communication with authorities
- Log management, correlation and analysis

Resilience
- Incident response
- Disaster recovery management
- Crisis management
- Business continuity management

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Effective

= doing the right things

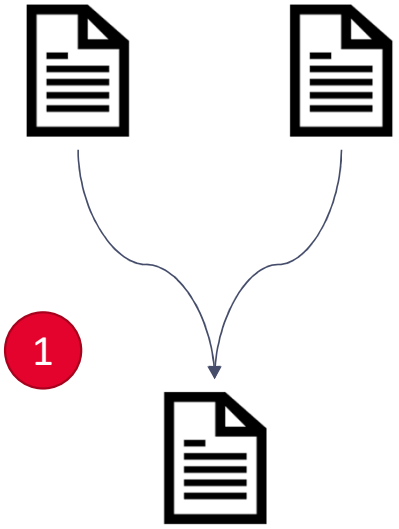
Efficient

= doing things right

Priorities integration plan

IBB PoA

IBB MBZ



1

IBB PoAB

Bruges

IG2

2

CIS RAM

OT Cybersecurity Antwerp

15

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2 Roll out **user awareness** in Bruges (KPI 18b)

4 **Managing vulnerabilities** on critical assets (KPI 18a) and **implement antivirus on servers** in Bruges

8 **Network architecture** adjustment Bruges

3 Cybersecurity **incident response** management + contract incident response services

14 Cyber **asset management**

And I told them "Once you pass the compliance you will be secure"

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Opinion on certificates (ISO 27001 and others)

- Every organisation is **unique**
- Do your own **risk assessments**
- Determine **business value**
- But beware of **legal requirements**!

➔ **Being certified ≠ being secure**

➔ **A standard ≠ a strategy**

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Conclusions

- Choosing a **custom ISP** in combination with the CIS Controls framework caught us in a **legal twilight zone**. Starting an ISO 27001 certification project would have been more straightforward, although less appropriate
- Both audits, as well as the inspection report of FPS Mobility & Transportation, show that **our approach meets the requirements of the NIS Directive**
- **The additional Royal Decree**, which states that an ISP is considered to be compliant to the requirements of the NIS Directive when ISO 27001 is implemented together with CIS Controls, **actually causes more confusion and uncertainty**
- Some **important topics are not considered to be key cybersecurity responsibilities**, such as:
  - Physical security
  - Business continuity management
  - Staff retention strategies

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Thank you

In tune with the world

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