

SECTOR PACKAGE · PORTS AND TERMINALS

# Cranes, systems and third parties under control, a port that keeps operating

Control, human approval and verifiable evidence for the critical actions of automated terminals, port systems and the third parties intervening in the port every day.

A modern port is critical infrastructure operated by many hands: **increasingly automated cranes and terminals, AGVs and autonomous systems, stevedores, integrators, shipping lines and third-party maintenance intervening daily** on systems that cannot stop. A valid credential is no longer enough as a control. *Who authorizes each intervention, under which conditions, and what evidence remains when a terminal stops?*

## WHAT VELANTIA BRINGS TO THIS SEGMENT

**AUTONOMY** — governs the port's autonomous operation: **capabilities, scopes, conditions and human approval** for automated cranes, AGVs and systems that act on their own.

**GATE** — decides each critical action on port systems: **allow, condition, route to approval or block** interventions by staff, third parties and automations, based on policy and context.

**SENTINEL** — observes terminal activity, **detects anomalies** and attributes each action to its author: person, external company, system or machine.

**EVIDENCE** — preserves a **verifiable history** of every intervention and every stoppage, ready for the Port Authority, the regulator and incident investigation.

## WHAT YOU CAN DO WITH IT

- ▶ **Govern third-party intervention:** integrators, maintenance and external operators act under defined permissions, with a record of everything they do.
- ▶ **Require human approval** before sensitive actions on terminals, cranes or management systems — without slowing ordinary operations.
- ▶ **Supervise in real time** the activity on terminal, port-community and industrial-control systems, with its operational context.
- ▶ **Answer to the regulator:** NIS2, critical-infrastructure rules and national security frameworks require proving the control applied — the evidence is already generated.

**The port keeps operating — every intervention with permission, context and a provable history.**

### DEPLOYMENT

Depending on the environment: **INDUSTRIAL 500R** for the terminal and OT environments and **SOVEREIGN 700** for the Port Authority and sovereign operation (both in pre-order), governed from **VELANTIA ONE**. Also software, virtual machine or private cloud. It integrates with existing terminal and control systems **without replacing them**.

### WHY NOW

Port automation is moving faster than its governance: **every year more movements depend on systems that act on their own** and on third parties intervening remotely, while NIS2 and critical-infrastructure protection already require proving the control applied. Whoever puts the evidence of their operation in order today will face scrutiny with the homework done — and turn it into an argument before shipping lines and concession holders.

## Next step: an initial meeting and a demonstration.

Complete flow on a scoped port case: intervention → policy → approval or block → evidence. A scoped pilot proposal is available, with metrics and no deployment commitment.