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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

(Sixty-seventh session, 15-17 February 2005,  
agenda item 7)

**TRANSPORT AND SECURITY**

Note by the secretariat

**BACKGROUND**

1. The Inland Transport Committee (ITC) may wish to recall that, at its sixty-sixth session, it had requested its subsidiary bodies to accelerate the work already in progress and the considerations on new activities in this field. The Committee invited those Governments who had not yet done so, to inform the secretariat of any relevant measures taken in this area at national level. The Committee may also wish to recall that, at its sixty-fifth session, it has considered that the question of transport and security should be addressed across all transport modes and take into account the work of other intergovernmental bodies in order to ensure proper alignment of any future measures in this field.

**WORK IN PROGRESS IN ITC SUBSIDIARY BODIES**

**(a) Vehicle regulations**

2. The Working Party on General Safety Provisions is continuing to consider an amendment to Regulation No.97 (Vehicle alarm systems) in order to introduce a "vehicle degradation system". A vehicle degradation system means a device, which, after previous activation, is intended to prevent or to restrict a vehicle being driven away by its own engine after standstill of the vehicle. Vehicle degradation systems will also be incorporated in the new draft Regulation on uniform technical prescriptions concerning the protection of motor vehicles against unauthorized use. The proposal is under consideration by a reduced group of experts and currently provides

that these systems are intended to be optionally fitted in vehicles of classes M1 and N1 (passenger vehicles and light commercial vehicles).

**(b) Infrastructure networks, including rail, combined and inland waterways transport**

3. The Working Party on Rail Transport (SC.2) has considered document TRANS/SC.2/2004/2, prepared by the secretariat, which outlined in which ways it could further contribute to the ongoing work on railway security. The Working Party, conscious of the need to avoid duplication of activities carried out elsewhere, was of the opinion that, within its sphere of competence, it could contribute towards raising the awareness of the importance of the security aspects of the rail transport. In this context, the Working Party agreed that, at this point in time, there was no need for the establishment of an Ad hoc group, which would be entrusted to develop recommendations for security and safety in rail transport. In order to further develop awareness of security and safety aspects in international rail transport, the Working Party has asked the secretariat to prepare a review of all relevant international Agreements and other legal instruments in the area of rail safety and security. Furthermore, the Working Party invited member Governments to consider and discuss, at the next session, the need for convening an International Conference on Transport Security and Safety. The conference, dealing with security and safety issues in all transport modes, would include all actors involved in security and safety issues at the technical level (Governments, transport operators, international organizations, transport associations, specialized bodies (COLPOFER), etc.

4. The Working Party on Inland Water Transport, at its forty-eighth session, took note of the information and proposals on this issue received from Governments and the European Commission (EC). The European Commission and river Commissions were invited to continue to inform the secretariat on measures taken by them on this issue and make proposals on possible action in this regard by the Working Party.

5. At the same time, SC.3 decided to amend article 1.04 of the European Code for Inland Waterways (CEVNI) providing for the general obligation of the boatmaster to exercise vigilance and good navigational practice in order to avoid, in particular: "Causing harm to crew members and other persons on board the vessel or damage to barges moored alongside port or wharf facilities and the environment."

**(c) Border Crossing Facilitation**

6. The Working Party on Customs Questions affecting Transport (WP.30), at its sessions in 2004, has evaluated the feasibility concerning the development of a new annex to the "Harmonization" Convention concerning security controls in cross border transports. With a view to avoiding duplication of work, the Working Party has decided, for the time being, to await the outcome of consideration by the High-Level Strategic Group under the World Customs Organization to finalize its recommendations on work to be undertaken in this field.

7. In relation to the TIR Convention, the Working Party and the TIR Administrative Committee have progressed with the computerization of the TIR procedure with a view to ensuring the sustainability of the procedure further. As the Committee will recall, it has been decided that, through the use of modern and secure IT-technology, the TIR procedure will, in the future, also be able to facilitate the transmission of advanced cargo information and additional data related to security controls which are not already in the TIR procedure.

8. The Working Party has continued its review of the use of sealing devices in the TIR procedure with a view to further enhancing the security and integrity of loading units approved for TIR transports. This process is being carried out in parallel to a process in the World Customs Organization reviewing sealing procedures prescribed in the Kyoto Convention and the Customs Convention on Containers as well as the process in the International Organization for Standards (ISO) of reviewing sealing devices.

#### **OTHER INITIATIVES**

9. The Committee may wish to take note of a set of security guidelines for road transport, which have been adopted by the IRU, which is called "IRU Security Toolkit: Voluntary security guidelines for managers, drivers, shippers, operators carrying dangerous goods and customs-related guidelines".

10. Finally, the Committee may wish to take note that the Organization for Security and Co-operation in Europe in February 2005 will organize a workshop on Container Security in the framework of its anti-terrorism initiative. The UNECE secretariat has been invited to participate in this event presenting the work that has been done in the respective fields of activity.

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