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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Multidisciplinary Group of Experts on Inland Transport Security

**REPORT OF THE MULTIDISCIPLINARY GROUP OF EXPERTS ON INLAND
TRANSPORT SECURITY ON ITS THIRD SESSION
(Geneva, 26 November 2007)**

I. ATTENDANCE

1. The Multidisciplinary Expert Group on Inland Transport Security held its third session on 26 November 2007.
2. The session was attended by representatives of the following countries: Belgium; France; Germany; Russian Federation; Switzerland; Turkey; Ukraine; United Kingdom of Great Britain and Northern Ireland. A representative of the European Community (EC) was also present.
3. The following intergovernmental organization was represented: The Intergovernmental Organization for International Carriage by Rail (OTIF).
4. The following non-governmental organizations were represented: The International Council of Chemical Association (ICAA); the International Organization for Standardization (ISO).

II. ADOPTION OF THE AGENDA (Agenda item 1)

5. The Group of Experts adopted the agenda (ECE/TRANS/AC.11/5).

III. ADOPTION OF THE REPORT (Agenda item 2)

6. The Expert Group adopted the report of the second session that took place on 9-10 October 2007 (ECE/TRANS/AC.11/4).

IV. REGULATORY INITIATIVES AT THE NATIONAL LEVEL (Agenda item 3)

7. The Expert Group discussed Informal document No. 1/Rev.1 (2007) containing several national submissions and it continued to make progress towards developing an inventory of regulatory initiatives at the national level.

8. The secretariat stressed again that Informal document No.1/Rev.1 (2007) – which is still a draft – should continue to be modified upon receiving additional national submissions. In this context, the secretariat encouraged the experts to provide further comments and suggestions in order to improve and/or validate the information contained in Informal document No. 1/Rev.1 (2007).

9. The secretariat informed the Expert Group that new information about regulatory initiatives in Switzerland, Turkey and the United Kingdom will be included in the next draft. The secretariat also informed the Expert Group about various changes that have been incorporated upon comments and suggestions received during the previous session. The Chairman indicated that the final inventory would likely have to include two types of information: that provided by national experts and the other obtained from public sources.

10. Russian experts presented a non-paper proposing to set up a new institution dedicated to transport security. The paper was discussed and there was no consensus reached on the proposal.

V. REGULATORY INITIATIVES AT THE INTERNATIONAL LEVEL (Agenda item 4)

11. The Expert Group discussed Informal document No. 2/Rev.1 and Informal document No.12 (both prepared and introduced by the secretariat). The objective of Group's discussions was to make progress towards developing the final report. In this context, the experts offered a number of comments about security in the railways sector, future plans to hold a security workshop by SC.2 and draft annex IV of the AGN agreement (inland waterways) which was thought to represent a solid model to be replicated in other inland transport sectors such as road and rail.

VI. STANDARDS, INITIATIVES, GUIDELINES, BEST PRACTICES BY THE PRIVATE SECTOR (Agenda item 5)

12. The Expert Group discussed Informal document No. 3/Rev.1 prepared and introduced by the secretariat. The experts made a number of suggestions to improve upon the draft. In particular a representative of the ISO proposed constructive changes and agreed to have Informal document No. 9 withdrawn (the document was previously submitted by the ISO).

VII. FINAL REPORT (Agenda item 6)

13. The Expert Group discussed how to proceed in terms of preparing recommendations and/or proposals to UNECE members to improve inland transport security. In particular, there was a preliminary discussion about what to include in the final report.

14. In general, the Group of Experts focused on perceived deficiencies. First, as security of urban (public/passenger) transport appeared to be neglected as compared to efforts undertaken to enhance security in the area of transport of goods, there may be a need for re-balancing. Second, while many protective measures already exist in ports and airports, inland transport seems to be relatively under-protected due to its “open environment”. For example, security of containers is well ensured within ports but it effectively disappears outside. Finally, some experts believed that recommendations in the final report should focus on the UNECE international legal instruments.

15. Based on discussions to date, the secretariat offered a list of preliminary recommendations to be considered for inclusion in the final report. First, UNECE subsidiary bodies could begin work towards incorporating security provisions in the relevant legal instruments, as appropriate. In doing so, subsidiary bodies should explore the relevance/applicability of the draft annex IV to the AGN agreement to be used as a model. They could also examine the implementation of the existing security provisions and to evaluate if the provisions are sufficient. In particular, in the area of transport of dangerous goods, WP.15 with other relevant international organizations could evaluate the implementation of Chapter 1.10. In general, in their security related work, subsidiary bodies should explore cost effectiveness of the existing and/or future security provisions. Second, in co-operation with the UNECE, a high level conference could be organized to assess the need to establish an “inland transport security body” – as proposed by Russian experts - with functions equivalent to those of the IMO and ICAO. Other areas of possible future security work could include the following inland transport areas: container security beyond maritime/ports; public urban transport and security of critical infrastructure.

VIII. OTHER BUSINESS (Agenda item 7)

16. There was no discussion under this agenda item.

IX. DATE AND PLACE OF NEXT MEETING (Agenda item 8)

17. The Expert Group decided that the next session will be held on 24-25 January 2008.
