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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Working Party on the Standardization of Technical
and Safety Requirements in Inland Navigation

Thirty-second session

Geneva, 25-27 March 2008

Item 7 (a) of the provisional agenda

**FURTHER AMENDMENTS TO THE EUROPEAN AGREEMENT
ON MAIN INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE (AGN):
ANNEX IV, "PROTECTION OF THE NETWORK FROM THE INTENTIONAL
EXTERNAL INFLUENCE"**

Protection of the network from the intentional external influence

Note by the secretariat

1. It is recalled that at the forty-ninth session of the Working Party on Inland Water Transport (SC.3), following the proposal of the Ukraine (TRANS/SC.3/2004/9), the secretariat prepared a draft Annex IV to the AGN Agreement entitled "Protection of the network from the intentional external influence" (ECE/TRANS/SC.3/2006/7/Add.1). The draft was considered by the Working Party on Inland Water Transport at its fiftieth session in October 2006, and by the Working Party on Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) at its thirty-first session in June 2007. While no objections were raised, delegations abstained from approving the amendment, seeking to ensure that the new annex IV would not contradict in any way the ongoing discussions on inland transport security in the European Union, within River Commissions and in other organisations (ECE/TRANS/SC.3/174, paras. 21-22; ECE/TRANS/SC.3/WP.3/62, para. 25). At its fifty-first session, the Working Party on Inland Water Transport asked the secretariat to circulate the draft annex IV to the European

Commission and to the UNECE Multidisciplinary Group of Experts on Inland Transport Security for comments (ECE/TRANS/SC.3/178, para.12).

2. The Working Party on Standardization of Technical and Safety Requirements in Inland Navigation may wish to note that the European Commission confirmed that the draft annex IV had been reviewed by the appropriate service within the Commission and that no objections were raised. The draft annex was also submitted to the UNECE Multidisciplinary Group of Experts on Inland Transport Security, which met in Geneva on 9-10 October 2007. No objections were received from the group.

3. The Working Party on Standardization of Technical and Safety Requirements in Inland Navigation may wish to decide whether to recommend to the Working Party on Inland Water Transport to adopt the Annex IV, as presented in the annex, at its fifty-second session. In doing so, it may wish to take into account that some delegations consider it premature to add an annex to the agreement as long as the results of the relevant activities of other organizations are not available.

Annex

DRAFT ANNEX IV TO THE EUROPEAN AGREEMENT ON MAIN INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE (AGN): PROTECTION OF THE NETWORK OF INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE FROM THE INTENTIONAL EXTERNAL INFLUENCE

1. Inland waterways used for international shipping and their infrastructure should be adequately protected from intentional external influence that might cause harm to navigation, health and human life as well as to the environment.
2. The Contracting Parties, governmental bodies, local authorities and basin administrations, shipping companies and ports should take effective measures with a view to revealing the threat of, and preventing, the intentional external influence that might cause such harm.
3. The implementation of such measures shall require the development, on request by the Government of a Contracting Party, of relevant security plans for inland waterway infrastructure and ports that should provide for the security of the above-mentioned objects and of the vessels situated on them.
4. These plans should contain as a minimum:
 - measures designed to prevent unauthorized access to the area of the port through organizing physical protection, installation of barriers, fences and technical means of control;
 - measures designed to prevent weapons or any other dangerous substances intended for use against persons, vessels or ports and the carriage of which is not authorized, from being introduced into the port or on board a vessel;

- measures designed to supervise and effectively control the shore-based and floating aids to navigation, their sources of energy and other supplies by using mobile means of control and other techniques;
- procedures for responding to security threats or breaches of security, including provisions for maintaining critical operations of the port or vessel/port interface;
- measures designed to ensure an effective liaison and coordination between the port authorities and responsible ship's officer and the consistency of security activities of port authorities and crews;
- procedures for evacuation in case of security threats or breaches of security;
- duties of port personnel assigned security responsibilities and of other port personnel on security aspects;
- procedures for interfacing with vessel security activities;
- procedures for the periodic review of the plan and updating;
- procedures for reporting security incidents;
- identification of the port security officer;
- measures to ensure the security of the information contained in the plan.

5. Port security officers and appropriate port security personnel shall have knowledge and have received training, taking into account the provisions in paragraph 4 above.

6. The port security assessment is an essential and integral part of the process of developing and updating the port security plan. The Government of a Contracting Party within whose territory the port is located shall carry out this assessment. The Contracting Party may authorize a recognized security organization to carry out the security assessment of a specific port.

7. The port security assessment shall be reviewed and updated”.

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