



United Nations Economic Commission for Europe
Transport Division

Inland waterways security

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I. UNECE Working Party on Inland Water Transport (SC.3) (1/3) - **Mandate**

- **Origin:** Established by UNECE Inland Transport Committee in 1948
- **Mission:** facilitate the international movement of persons and goods by inland transport modes and improve safety, environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable transport
 1. *Organize a pan-European policy dialogue on the inland water transport (IWT) issues:*
 2. *Promote a coordinated development of inland waterway infrastructure:*
 3. *Address safety and operational requirements in inland navigation:*
 4. *Carry out other measures, aimed to facilitate the use of IWT, as recommended by the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe*
 5. *Harmonize the legal framework for international inland water transport*
 6. *Undertake other activities related to regional and international cooperation or requested by the UNECE Inland Transport Committee*
- **Composition:** UNECE Member States, delegation of the European Union, River Commissions for Danube, Mosel, Rhine and Sava, industry associations and NGOs



I. UNECE Working Party on Inland Water Transport (SC.3) (2/3) - **Examples of activities**

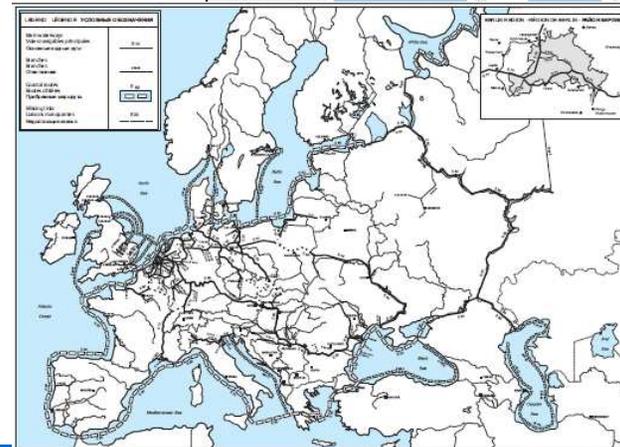
- European Agreement on Main Inland Waterways of International Importance (AGN) and Blue Book
- European Code for Inland Waterways (CEVNI)
- International certificate for pleasure craft
- White Paper on inland water transport





I. UNECE Working Party on Inland Water Transport (SC.3) (3/3) - **AGN**

- In force since 1999
- 17 Contracting Parties:
Austria, Belarus, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Republic of Moldova, Romania, Russian Federation, Slovakia, Switzerland, Ukraine
- Most basic, strategic tool for the development in Europe of a coherent network of inland waterways and ports of international importance





II. SC.3 and inland water transport security (1/5) - Placing security on the agenda

- **Mandate:** A request from the UNECE Inland Transport Committee submitted to the 46th session of SC.3 in Oct. 2002
 - In response to Sept. 11
 - Aiming to contribute to defining an approach to the issue of transport and security where security in transport is carefully balanced against transport facilitation in order to ensure traffic fluidity, in particular through the use of new technology.
- **Agreed actions by SC.3:**
 - Study if there was a need for amendment of the existing SC.3 instruments (AGN, CEVNI, Resolution on technical requirements for inland vessels) to supplement them with provisions aimed at enhancing security on board vessels when under way and in ports
 - Prepare an overview of the initiatives in this field undertaken within relevant international organizations of relevance to inland navigation
- **Approach:** Avoid duplication with the work of other organizations



II. SC.3 and inland water transport security (2/5) - Assessment process

- **Definition of IWT security:** *“the protection of human beings, transport means and transport infrastructure against unauthorized and unexpected actions of any kind”*.
- **Overview of the existing initiatives :** UNECE (rail transport, World forum on vehicle regulations), ECMT, IMO, ILO, CCNR and ISO (TRANS/SC.3/2003/12)
- **Conclusion:** Focus on the IMO initiatives:
 - The International Ship and port Facility Security Code (ISPS)
 - Amendments to SOLAS (new chapter on maritime security)
- **Proposal:** Establish a special annex to the AGN agreement, “Protection of the E waterway network from intentional external influence”



II. SC.3 and inland water transport security (3/5) - Draft annex to AGN

- Obligation to place IW infrastructure under reliable protection from intentional external influence (for AGN Contracting parties, administrations, companies and ports)
- Obligation to develop a security plan for IW infrastructure, containing
 - Measures to prevent unauthorized access
 - Measures to prevent weapons or other dangerous substances to be introduced onboard of vessels or in ports
 - Procedures to respond to security threats
 - Effective communication and liaison measures
 - Evacuation procedures
 - Duties of personnel responsible for security aspects etc.
- Obligation to establish port security assessment



II. SC.3 and inland water transport security (4/5) - Positions on the Draft Annex IV

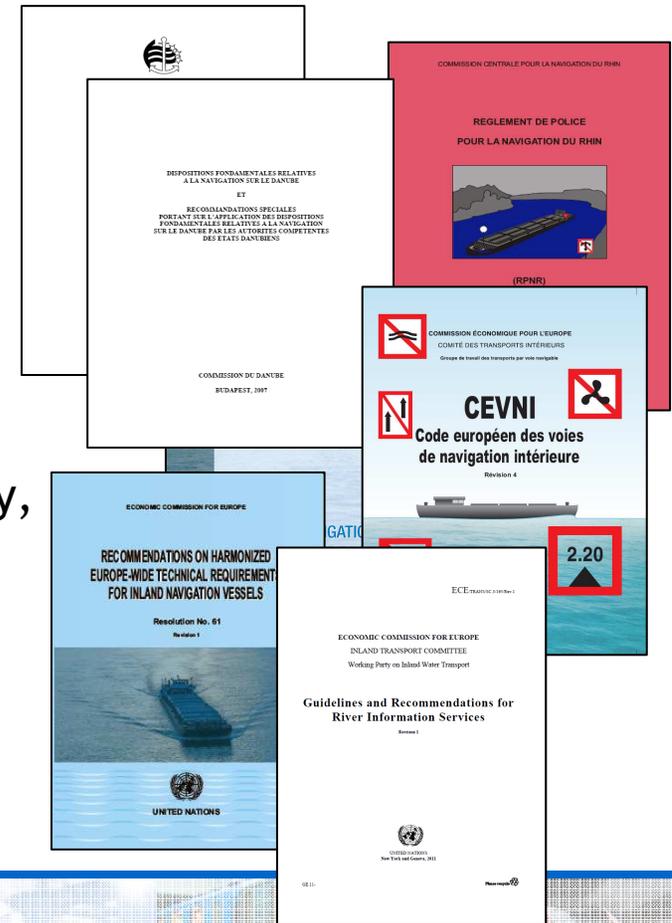
- Draft annex IV was considered during several SC.3 sessions (2006-2008)
- Many comments received
 - Perception of rather low level of threat for IW security
 - Different national and regional approaches to security measures (f.e. difference in the structure of the national calamity abatement services)
 - High costs associated with the security measures which would further hinder the competitiveness of IWT
 - Ongoing work of other bodies (EU, in particular) on security of freight transport and port security
 - Strong position and alternative proposal by the industry (EBU)
- In October 2007, SC.3 decided **not** to adopt the annex, mainly because of possible duplication of or inconsistencies with IMO and EU legislation.



II. SC.3 and inland water transport security (5/5)

Addressing IWT security by other means

- IWT security addressed in River Commissions (CCNR, DC) and is being monitored by SC.3
- Using existing mechanisms to enhance IW security:
 - European Code for Inland Waterways (CEVNI): safety of navigation
 - Recommendations No. 61 on technical prescriptions for inland vessels: especially, concerning the transport of passengers
- Guidelines on River Information Services (RIS) and other uses of ICT to increase safety and efficiency of ITC





III. Conclusion

- IWT security should be addressed as part of overall global/inland transport security as not to diminish the competitiveness of IWT
- Coordination/Cooperation between many stakeholders: especially true for IWT, given its complex institutional and regulatory framework
- Use of existing instruments (AGN, CEVNI), which have received a wide adherence of the UNECE member States
- Specific challenges of IWT should be borne in mind:
 - Declining market share
 - Labour scarcity
- IWT security dialogue in SC.3 can/should be resumed?



Thank you for your attention



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