UNECE

Inland transport security initiatives

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OSCE
Enhancing transportation security in the OSCE area
Presentation overview

• UNECE

• UNECE Transport & security strategy
  – Goods in transit – TIR
  – Dangerous goods – ADR
  – Vehicle regulations
  – Others

• Conclusions
The UNECE

- ECOSOC European/North American branch
- 55 Member States
- Areas of competence
  - Economic Cooperation and Integration,
  - Environmental Polity, Housing and Land Management,
  - Statistics, Sustainable Energy,
  - Technical Cooperation, Timber, Trade, Transport,
UNECE Transport

• Inland Transport Committee (ITC)
• 55 Agreements, international and regional
  ✓ International Infrastructure Networks
  ✓ International Highway Code
  ✓ Safe and Clean Vehicles
  ✓ Border Crossing Facilitation
  ✓ Safe Carriage of Dangerous Goods
  ✓ Recommendations and Resolutions
UNECE Transport security strategy

- Before 9/11: Mostly safety related elements in UNECE transport Agreements.
- 9/11: General UN call action against terror
- 9/11 and other recent terror events: Particular concern relating to transport as both a target and instrument of terror
- ITC: Continuous review of security implications in relation to areas of activity
UNECE Transport security strategy (2)

• Focus: Existing activities & expertise:
  ✓ Dangerous goods
  ✓ Goods in transit – TIR
  ✓ Vehicle regulations
  ✓ Others

• Cross-sectoral cooperation in UNECE; trade, environment etc.

• Cooperation with other international organizations to avoid duplication
 Goods in transit - TIR

Objective

• Facilitates international transit transport of goods by road vehicles/containers
  ✓ Simplified procedures

• Protects revenue, public safety & security
  ✓ Guarantee, document, controls

• Public/Private Partnership

• Global, intermodal transit procedure
Goods in transit – TIR (2)

Benefits

• Efficient control at departure, no unnecessary inspection at borders
• International uniform Customs document
• Reduces border delays & transport costs
• Avoids payment of taxes & duties en route
• International guarantee system
Goods in transit – TIR (3)
Contracting Parties: 65
3 mio. operations per year, 35,000 operators
Goods in transit – TIR (4)
Existing security related provisions

- Authorized operators
- Uniform rules and approval for loading units (road vehicles/containers)
- Uniform and secure Customs document
- Efficient controls at departure
- International guarantee
Goods in transit – TIR (5)

Challenges

• TIR
  ✓ Geographical expansion
  ✓ At present: paper based – no real-time
  ✓ Lack of advanced cargo information

• Supply chain security
  ✓ Integrated approach (floor-to-floor)
  ✓ Risk management of inbound cargo
  ✓ Government-to-government exchange
  ✓ Technology
Goods in transit – TIR (6)

Future TIR

• Move from paper to IT environment
• TIR computerization underway
• Aim: Advanced cargo information interface between authorities in real time
• UNECE: Clearing house for data exchange
• UNECE challenge: Buy-in, financing
Dangerous goods - ADR

Objective

• Increase safety of international road transport

• Ensure the highest possible safety in the transport of dangerous goods by road in economically sustainable conditions
Dangerous goods – ADR (2)

Benefits

• High level of safety and security
• Mutual recognition of certificates
• Facilitated transport and trade of dangerous goods
• Intermodal approach
• Possibility of use for national regulations
Dangerous goods – ADR (3)
Contracting Parties: 39
Supplemented by global ECOSOC recommendations for all modes
Dangerous goods – ADR (4)
Existing security related provisions

- Packing and tank requirements
- Periodical testing of transport means
- Supervision of vehicle/vessel
- Parking/mooring requirements
- Requirements for training of staff
- Appointment of safety officer
 Dangerous goods – ADR (5)
Recently adopted security provisions

• Identification of carriers before shipment;
• Securing temporary storage sites, vehicle depots, marshalling yards, etc.
• Identification with photography of crew
• Safety inspections extended to security;
• Training extended to security;
• Security-plans for the "high-consequence" dangerous goods
Vehicle regulations

Objective

• Global harmonization of technical regulations improving
  ✓ vehicle safety,
  ✓ environment protection energy efficiency
  ✓ anti-theft performance.
• Uniform conditions for periodical technical inspections
• Reciprocal recognition of approvals and certificates
Vehicle regulations (2)

Benefits

- Uniform improvement of road safety
- Globally applicable standards
- Best safety practices
- Lowering of engineering costs, i.e. consumer costs
Vehicle regulations (3)
Existing security related provisions

- Protection against their Unauthorized Use
- Alarm Systems for Motor Vehicles
- Both of the above only apply to passenger cars and small goods vehicles, not heavy goods vehicles
Vehicle regulations (4)
Possible future security related provisions

• Introduction of vehicle degradation systems, which can prevent or to restrict a vehicle being driven away by its own engine after standstill of the vehicle

• For the time being only being considered for passenger vehicles and small goods vehicles
Others

- Infrastructure
  - ✔ Road, Rail, Inland waterways
- Tunnel safety
- Combined/intermodal transport, logistics
- Drivers licenses
- Stowing/packing
- Transport of radioactive scrap
Conclusions

• UNECE focus on areas of expertise
• Provides fora for all UN member governments as well as industry
• Provides intermodal solutions
• Main areas for container security
  ✓ Goods in transit – TIR
  ✓ Dangerous goods
  ✓ Vehicle regulations
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