Inland Transport Security: an IRU Perspective

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Evolution of IRU Membership

Created 1948

8 Founder States:
- Belgium
- Denmark
- France
- Netherlands
- Norway
- Sweden
- UK
- Switzerland

2010
- 180 Members
- 74 Countries
What is Globalisation?

What does it take to have a cup of coffee in a café?

Security may become an issue anywhere in the Supply Chain!

Source: IRU
High Concentration of Container Traffic

Global Container Overslag
1971

Traffic Concentration Increases Risk Exposure!
Economic crisis has hit hard and diverted attention!
G20 leaders called for facilitation of trade and road transport!
G20 recognised that any penalty on road transport is an even greater penalty to trade.

Source: Hague Consulting Group, 1998

* Includes lost opportunities
Yet need to ensure secure trade road transport remains!
Securing international trade equally entails protecting drivers from organised crime!

- 1 in 6 of drivers attacked in the past 5 years (30% > once)

17%
Chaos at borders and a lack of secure parking areas increases risk

Jonquera (FR-ESP border)
Security & Facilitation are complementary!

Facilitation = Secure Trade
USE EXISTING UN INSTRUMENTS!
Annex 8 of 1982 UN Convention must be implemented to prevent waiting times and increase security!

- New Annex 8 on facilitating border crossing by trucks entered into force on 20 May 2008
- Still not implemented by most countries!
WCO SAFE and AEO requirements can be fully satisfied by the TIR Convention!

The four core elements of WCO SAFE are:

1. Pre-departure examination
2. Provision of Advanced Cargo Information
3. Risk Management to security and safety
4. Benefits For Trade

**Mutual recognition & Controlled Access**

**Electronic Pre-declaration**

**Risk Management In TIR convention (e.g. Annex 10)**

**Communication Platform between AEO & Authorities**
Working together for a better future

Since 1948