The Road Transport Industry and Security

UNECE Multidisciplinary Group of Experts on Inland Transport Security

Geneva, 24-25 May 2007

Peter Krausz, Gordon Wright, Jacques Marmy, IRU

Contents

- General security considerations – Peter Krausz
- Customs Security – Gordon Wright
- Specific Security Tools – Jacques Marmy

General considerations

IRU Position on Security 1

- Security *supports* efficiency, sustainability, safety, productivity & profitability
- General policies & principles:
  - to be knowledge-based
  - no discrimination allowed
  - no artificial modal shift under "security cover"
- Transport security:
  - *Security and facilitation should go hand in hand*
  - Industry and authorities should work together, consultation
  - General security obligation of States - irreplaceable
  - Industry efforts to be recognised

IRU Position on Security 2

- <u>Any</u> activity to increase security is welcome if a <u>balanced</u> approach is followed

- But <u>parallel</u> efforts should be <u>prevented</u> (WCO, ISO/CEN, EU, *UN*, ECMT, …)

- <u>Danger</u> of "security proliferation" also in the UN

- <u>Existing</u> legal tools to be managed by existing UN groups to keep credibility and integrity

- <u>Available</u> international conventions, like ADR&TIR, should be used also *for domestic traffic*

- There should be <u>mutual recognition</u> between various systems

- Industry should offered a clear and robust framework of rules, considering also <u>SMEs</u> (access conditions)

IRU Road Freight Transport Security Guidelines

- Voluntary "freight guidelines" adopted in April 2004

- Based on World Customs Organisation and other recommendations

- Concern the following players

  - Managers

  - Drivers

  - Shippers (supply chain approach)

  - ADR transport operators

  - Operators cooperating with customs

- Tackles prevention of terrorist and "conventional" crime

# IRU Road Passenger Transport Security Guidelines

- Voluntary "passenger guidelines" for Bus, Coach and Taxi operators and drivers adopted in 2005
  - General recommendations for managers of bus & coach companies
  - General recommendations to prevent theft and other common security-related threats
  - Recommendations on how to act following a telephone call of a bomb threat
  - Various selected security-related materials which can be used by company managers, drivers, staff and partners

Customs Security

Background on Customs Security Issues
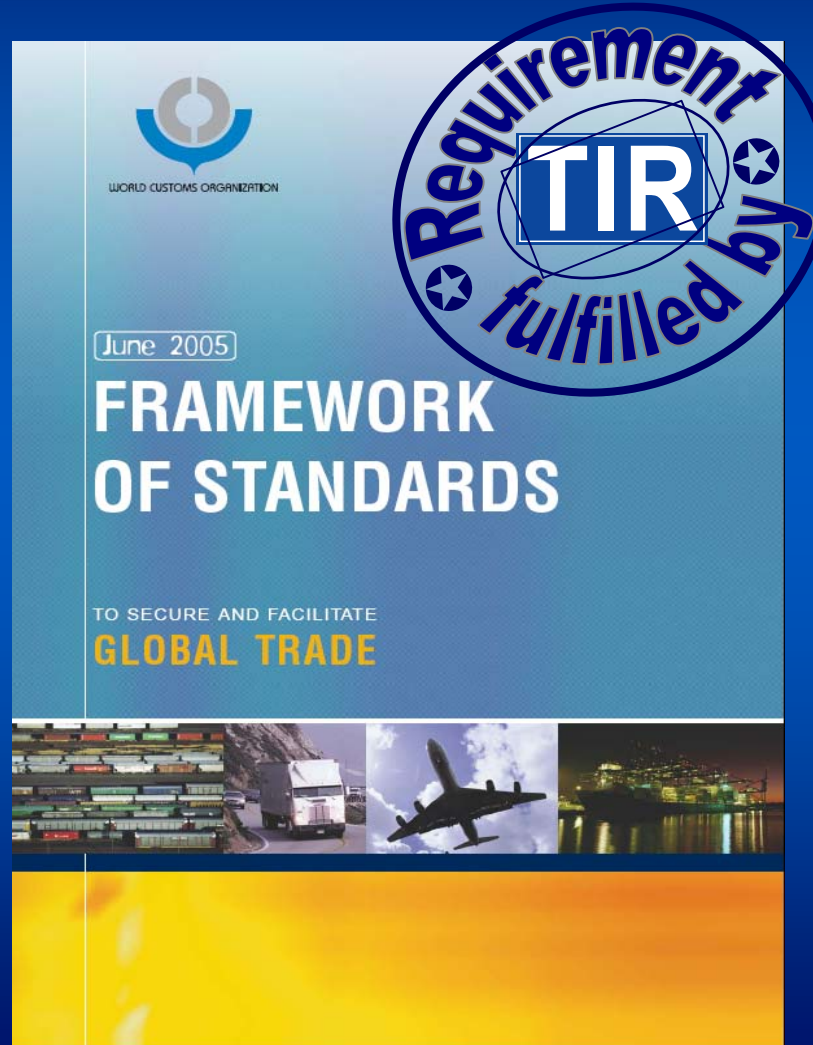
- **Since 2001, security is high on the agenda of Governments & International Organisations**

- **New security requirements ⟷ Trade facilitation**

Customs Security Forums and Activities

- **WCO**
  - Development of SAFE Framework (145 Countries concerned): Customs to business requirements

  - PPP: IRU is one of the select group of global organisations requested to co-manage the SAFE Framework with Customs

  Substantial business friendly concessions were achieved in return for improved Safety & Security

- **European Union**
  - IRU is active in:
    - the drafting of Security amendments to current Revised Customs Code and Implementing Provisions
    - agreeing the time limits and data sets for pre-arrival/departure summary declaration
    - Influencing the creation of the EU AEO programs
    - drafting of the EU Modernised Customs Code

    Objective: balance security and safety with improved trade facilitation

Customs Security Forums and Activities

- **Other Organisations**

  - **BIC:** IRU involved in developing container integrity in the security context

  - **United Nations:** IRU involved in the discussions relating to the introduction of new security requirements into trade facilitation tools in place

  - **DG TREN** project **COUNTERACT:** IRU participates in the freight transport group dealing with anti-terrorist issues

  ## Use existing legal tools and Conventions!

Consequences of Customs Security

- **Security will force a business *model* shift in road transport**
  - Particular challenges for SMEs
  - Requirement for pre-arrival/departure summary declarations
  - Authorised Economic Operator (AEO) TIR provides a valuable guideline in the development of security provisions (e.g. authorised access, AEO schemes, mutual recognition, supply chain security, summary declarations)

  Changes in Customs procedures will come at a cost – must be balanced with improved trade facilitation to support sustainable development

Specific Security Tools

Container Security

- SECCONDD

  SECure **CON**tainer **D**ata **D**evice standardisation
  - Monitor through a Goods Data Device

- Security research for EU called ESRAB

  (European Security Research Advisory Board)

- Security standard at International Container Standards Organisation (ICSO)

ADR Security

- CHAPTER 1.10 – SECURITY PROVISIONS (01.01.05)

  - Security training
  - Provisions for high consequence dangerous goods
  - Security plans

- COMMON ADR SECURITY INDUSTRY GUIDELINES

  - Additional Industry Guidelines, by which users can achieve compliance with Chapter 1.10
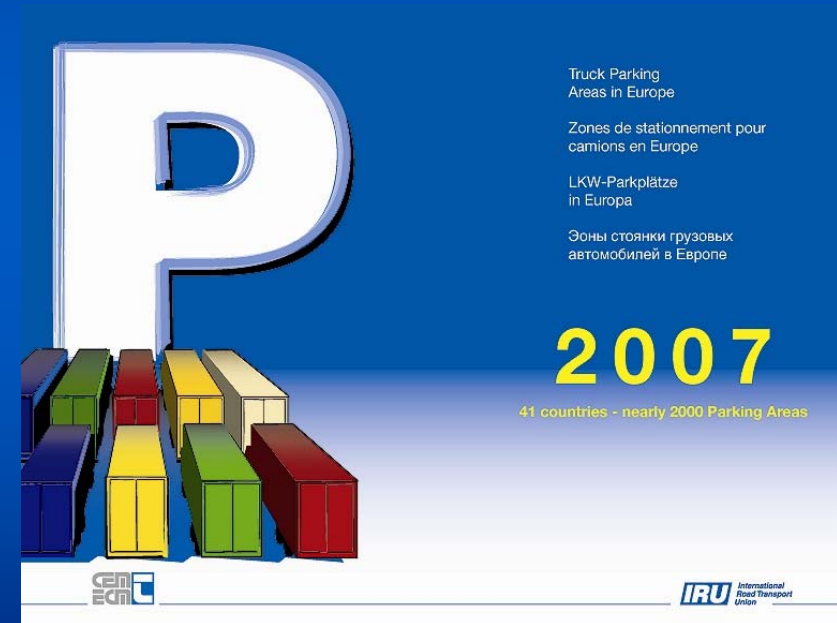
Specific Industry Recommendations for Vehicle Security

- Install security equipment according to type of cargo
- Regularly check security equipment
- All vehicles should be equipped with built-in security equipment (immobilisation)
- Use security seals to protect the loads
- Restrict cargo-specific information – Anonymity
- Do not park in isolated areas, use secured areas when possible

Attacks on Drivers

- Violent attacks on drivers - a growing problem

- Insecurity on roads requires attention by all: drivers, companies, police/law enforcement agencies, authorities, politicians, trade associations, unions, insurers, truck parking operators, etc.

- The European Conference of Ministers of Transport (ECMT) and the International Road Transport Union (IRU) conducted a joint survey in 2005.

Attacks on Drivers - Recommendations

- Authorities to establish & sustain safe & secure truck parking areas (ADR!)

- Authorities to establish a Police Road Freight Crime Unit

- Drivers & transport companies to take the necessary precautionary measures.

- Associations, parking operators, political decision makers, authorities, insurers, etc. to take prevention measures

Truck Parking Areas in Europe

Zones de stationnement pour camions en Europe

LKW-Parkplätze in Europa

Зоны стоянки грузовых автомобилей в Европе

2007

41 countries - nearly 2000 Parking Areas

IRU International Road Transport Union

- Use existing forums and tools – do not reinvent the wheel

- Co-operate with the industry (PPP)

- Keep the right balance between security and facilitation

Working together
for a better future

IRU

since 1948