18th OSCE Economic and Environmental Forum
"Promoting good governance at border crossing, improving the security of land
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Part 2 /Prague, 24 - 26 May 2010
Plenary Session VI
Specific transport security aspects and the role of the OSCE

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Enhancing inland transport security

OSCE Economic and Environmental Forum

Prague, 24-26 May 2010

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Summary

- **Inland transport security has not received the international attention it deserves**

- **Inland transport appears "under-protected" (international law, resources)**

- **Inland transport security should not be considered an exclusive domain of "intelligence services"**

- **"Good practice" sharing is effective and cheap way to enhance transport security**

- **UNECE has set up an "Inland Transport Security Discussion Forum" to discuss inland transport security issues**

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Enhanced security: a priority

Significant budgetary outlays
- **both in absolute and relative terms**

Economic losses:
- **3 times less than the costs of counter-terrorist measures**
- **threat of WMD (CBRN - chemical, biological, radiological, nuclear) remains**

Human life losses:
- **security vs. road safety**
- **about 400 lives lost vs. one million deaths and 50 million injured annually**

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Transport: focus on those areas which are relatively easier to protect?

- **Closed transport systems (maritime, air modes) better protected than open transport systems**
- ✓ **greater impact per dollar, given smaller magnitude**

- **A rational shift to target weaker links (use more vulnerable means)**

- **Inland transport as a target or means predominant**

- ✓ **Bali (2002) – car bomb; Istanbul (2003) – truck bomb; Madrid (2004) – train bomb; Moscow (2004) – metro; London (2005) – metro, bus; Glasgow (2007) – car at the airport; Russia (2007/9) – rail tracks**

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Closed transport systems

- **Aviation: focus on suspicious objects not people; 100% passenger/luggage coverage**

- **Maritime: planned 100% container screening**
- ✓ **Relatively little risk management**
- ✓ **Relatively costly, ineffective, inflexible**

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Open systems: inland transport

- **Little evidence of clear focus; fragmented approach; "impossible task" perception**

- ✓ **Means and infrastructure: open/accessible**
- ✓ **Design: safety standards (not security)**
- ✓ **Complexity: modes/infrastructure, borders, passengers/cargo, diverse private sector**
- ✓ **"Sovereignty": national vs. international rules**

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National vs. international rules

- All economies benefit from a more secure environment (peace = international public good); global issues require global solutions

- M. Chertoff, US Secretary of Homeland Security, Foreign Affairs, Jan/Feb. 2009:

- ✓ "Threats are stateless in origin and transnational in scope"; "A new international legal framework is long overdue"
- ✓ "International law is particularly appropriate for regulating transport of goods due to its quintessentially international character"
- ✓ "Draft a convention that establishes minimum screening procedures for cargo transported internationally. The fundamental goal: containment through reciprocity"

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International legal frameworks: inequitable policy treatment?

- Maritime and aviation security
- ✓ International instruments: SOLAS, ISPS Code, port security code, ICAO rules

- Inland transport multilateral instruments
- ✓ WCO Safe Framework of Standards
- ✓ Best instrument in use, but…
- ✓ Mutual recognition (thousands bilateral agreements, millions elements), customs-focused, voluntary, costly

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Safety versus security

- **Safety:** risk, probability, past experience, predictability
- ✓ Conclusion: possible to design and implement welfare enhancing policies

- **Security:** threat, uncertainty, unpredictability
- ✓ Conclusion: knowledge, intelligence gathering <u>the only</u> tool?

- **Enhancing security:**
- ✓ engage transport operators
- ✓ vet workers, increase frontline worker awareness
- ✓ create more stringent environment for attack planning
- ✓ reduce vulnerabilities and potential consequences
- ✓ harden critical infrastructure

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UNECE and inland transport security

- **The administrator of 57 international legal instruments in the area of inland transport**

- **Objective: to improve the security of transport systems by reducing the likelihood of transport being a target or used as a vehicle for crime/terrorism and by minimizing the potential consequences**

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Infrastructure networks

- **Introduce best security practices into infrastructure network agreements**
- **Develop best practices in surveillance of key infrastructure points**

Vehicle Regulations

- **Consider provisions for immobilizing vehicles after unauthorized use (VDS)**
- **Installation of positioning systems in vehicles to facilitate location**

Border Crossing Facilitation

- **Consider developing a new Annex to the "Harmonization Convention" re. security for international goods transport**

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Next steps

Inland Transport Security Discussion Forum
28-29 January 2010 | Palais des Nations, Geneva | Salle V

UNITED NATIONS
ECONOMIC COMMISSION FOR EUROPE

Organized in partnership with:
- Service Public Fédéral Mobilité et Transports of Belgium
- International Road Transport Union (IRU)
- International Union of Railways (UIC)
- Transported Asset Protection Association (TAPA)

- **"Discussion Forum": 31 January 2011, Geneva**
- **A UNECE/TAPA "Driver, cargo and vehicle security"**

- **A UNECE proposal in the 2010 review report**
- **Hopeful of joint UNECE/OSCE transport security work**

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