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Economic Commission for Europe**Inland Transport Committee****Working Party on Inland Water Transport****Working Party on the Standardization of Technical
and Safety Requirements in Inland Navigation****Forty-eighth session**

Geneva, 17–19 February 2016

Item 4 of the provisional agenda

Workshop on inland water transport security**Inland navigation security workshop****Note by the secretariat****I. Mandate**

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2014–2015 (ECE/TRANS/2014/23) adopted by the Inland Transport Committee on 27 February 2014.

2. The Working Party on Inland Water Transport at its fifty-ninth session was informed about the activities of the UNECE Sustainable Transport Division aimed at enhancing inland transport security and agreed to organize an inland navigation security workshop in conjunction with the forty-eighth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (hereafter SC.3/WP.3) (ECE/TRANS/SC.3/201, para. 73).

II. UNECE events on transport security issues

3. UNECE has dealt with transport security issues for many years and focused its discussions in the past both on general policy issues, as well on the situation in specific sectors (namely road and railway transport). In 2010, the Inland Transport Committee (ECE/TRANS/208, para. 91) recommended that, in partnership with member States, international organizations, private sector and academia, work should continue on enhancing inland transport security, in particular, by organizing events to exchange

information and share best practices. The following events on transport security issues have been organized by UNECE since then:

- Inland transport security discussion forum, January 2010, Geneva;
- Inland transport security discussion forum, January 2011, Geneva;
- Inland transport security discussion forum (OSCE-UNECE round table), December 2011, Vienna;
- Inland transport security discussion forum, February 2013, Geneva;
- Workshop on rail security, October 2013, Geneva;
- Workshop on Vulnerability and Security of Critical Transport Infrastructure, September 2015, Geneva.

4. Some of the events were devoted to general policy issues (for example, the Inland transport security discussion forum in December 2011 in Vienna), others – to specific issues in particular sectors. The workshop on Vulnerability and Security of Critical Transport Infrastructure held in conjunction with the session of the UNECE Working Party on Transport Trends and Economics (WP.5) was focused on protection from terrorist and criminal attacks on infrastructure, on which we depend in our daily lives (rail and road bridges, tunnels, etc.).

5. The main observations from previous security events that can be applied to all modes of transport include the following statements:

- special attention should be paid to this issue when designing “critical infrastructure” in order to:
 - increase the protection of consumers of transport services against terrorism and crime;
 - Raise awareness to designers, planners, architects, etc.;
 - Provide generic security advice;
 - Deliver effective security measures based upon a risk assessment and the right stakeholders need to be engaged to ensure successful delivery of the project.
- During the debate, it was noted that the development of an efficient transport security system should include the following elements:
 - Development of an integrated legal framework;
 - Determination of threats to transportation security;
 - Categorization of transportation facilities and vehicles;
 - Vulnerability assessment of transportation facilities and vehicles;
 - Development of transport security requirements;
 - Elaboration and implementation of transport security plans;
 - Development of professional education and certification system;
 - Transport security control and supervision;
 - Development of a nationwide information system;
 - Certification or transport security technologies.

- From the presentations it was clear that depending on security systems used in critical infrastructure, illicit activities may be undetected, leading to large systemic failures and compromising financial stability, safety and security;
- The potential shortcomings of security systems may be:
 - Costs of the systems involved for the surveillance of large areas;
 - Complexity and diversity of the employed systems;
 - Efficiency, robustness and resilience;
 - Accuracy to detect illicit activity patterns;
 - Difficulty to coordinate surveillance and monitoring activities at national and transnational levels;
 - System compliance with European Union (EU) policies and societal values with respect to privacy protection.

Many of the issues are also relevant for inland navigation and may be further considered by UNECE experts in due course.

III. Proposals for the workshop on transport security issues

6. The resilience of inland navigation both to natural and human based threats is an important consideration for the sector as well as it influences its long term competitiveness, including a market share for this mode of transport, level of credibility for carriers and for countries, rise or loss of receipts for the industry, insurance problems, safety of passengers and crews, safety of cargoes, etc. Inland water transport is a sustainable and environment-friendly mode of transport in terms of energy consumption, noise and gas emissions. It is also often the most economical inland transport mode due to low infrastructure and external costs. But to gain from these potential benefits it is important to preserve the safe reputation of the inland navigation by reducing the possibility of this transport being used as a target or used as a vehicle for terrorism.

7. As in other sectors, besides terrorism, the security challenges facing inland navigation range from smuggling and trafficking to organized crime, petty theft and vandalism. To combat these problems, participants are invited to share views and experiences in organizing security measures for the protection of crew members and the port facilities from illegal acts that pose a threat to people, ports, vessels and freight, delivering training for crew on security matters, implementing governmental legislation and suggesting best practices across borders. An important issue in the debate is also who shall bear the cost of the increased security measures and how to divide the bill and responsibilities between governments and private sector.

8. It is recalled that the Working Party on Inland Water Transport had discussed transport and security issues and had prepared a synthesis of the initiatives of this field undertaken in relevance international organizations of relevance to inland navigation as well as measures at the national level by UNECE member States (TRANS/SC.3/2003/12, TRANS/SC.3/2004/9, TRANS/SC.3/2004/20, TRANS/SC.3/2005/4), in particular, by the Central Commission for the Navigation of the Rhine, Danube Commission, European Conference of Ministers of Transport, EU, International Labour Office, International Maritime Organization. Since then SC.3 continued discussions on transport and security, in particular, at its fifty-seventh and fifty-ninth sessions.

9. The topics proposed for discussion at the workshop include:
- Role of regulatory authorities in inland waterway security;
 - Building awareness about potential threats and risk assessment;
 - Determination of critical infrastructure and equipment and how to ensure its protection;
 - Protection of freight from theft and unauthorized access – threats and experiences;
 - Staff security training.
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