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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Sixty-ninth session  
Geneva, 6 - 8 February 2007  
Item 7 of the provisional agenda

**TRANSPORT AND SECURITY**

Note by the secretariat

**BACKGROUND**

1. The Inland Transport Committee (ITC) may wish to recall that, at its sixty-eighth session, it had, again, invited all its subsidiary bodies to accelerate work already in progress as well as to consider any new activities in this field and to report on the results of such work at its sixty-ninth session. In this context, the Committee invited subsidiary bodies to involve security experts in the respective specialized fields of activity and to take into consideration work already done or in progress in relevant international bodies as well as at regional or national level. The Committee had also considered to set-up a multidisciplinary ad hoc expert group on transport security, similar to the two ad hoc groups which had been mandated for safety in road and rail tunnels in the past, with the aim to take stock of the work done so far and preparing recommendations to UNECE Governments on transport security. Though security is considered of extreme importance to transport, there were doubts as to effective results that could be reached through the existing structure of the Committee, and it felt that further analysis of the subject and the formulation of recommendations in this context would be necessary. The Committee requested its Bureau to discuss this matter further, consolidate views, and inform Member Countries about its proposals.

**WORK IN PROGRESS IN ITC SUBSIDIARY BODIES**

**(a) Vehicle regulations**

2. The development, in the framework of Regulation No.97 (Vehicle alarm systems), of a so-called “vehicle degradation system”, meaning a device, which, after previous activation, is intended to prevent or to restrict a vehicle being driven away by its own engine after standstill of

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the vehicle, has, for the time being, not been pursued by the Working Party on General Safety Provisions (GRSG), as, so far, no proposals have been made to the Working Party on this issue.

**(b) Infrastructure networks, including rail, combined and inland waterways transport**

3. The Working Party on Rail Transport (SC.2), at its session in November 2006, took note of developments under the auspices of International Union of Railways (UIC), which has created working groups covering the following issues: the Schengen “acquis” and immigration, freight chain security, evolution of security technologies, passenger train security, station and critical infrastructure security, major events’ management, fraud and tickets forgery, security crisis management, terrorism. The Working Party decided to consider again the question of safety and security at its next session in 2007, and invited the UIC to provide more complete information on activities of all working groups established under its Security Platform. It also asked the UIC to submit the relevant documents on railway security issues to the secretariat.

4. The Working Party on Inland Water Transport, at its fiftieth session, invited Governments to study a proposal of the secretariat on possible content of Annex IV to AGN concerning the protection of the network of inland waterways of international importance from intentional external influence and transmit their comments and proposals in this regard to the secretariat. The Working Party agreed to come back to the consideration of possible amendment of AGN with provisions on security of inland waterway infrastructure at its next session in June 2007, also taking into consideration work under way within the European Union.

**(c) Border Crossing Facilitation**

5. The Working Party on Customs Questions affecting Transport (WP.30), will at its sessions in 2007 consider enhancing the “Harmonization” Convention, inter alia, providing prescriptions on how to carry out security controls at cross border transports, in particular using so-called scanners to control loading units.

6. In relation to the TIR Convention, the Working Party 30 and the TIR Administrative Committee have progressed with the computerization of the TIR procedure with a view to ensuring the sustainability of the procedure further through the implementation of the so-called eTIR system, providing for secure Customs-to-Customs (C2C) data sharing. As the Committee will recall, it has been decided that, through the use of modern and secure IT-technology, the TIR procedure will, in the future, also be able to facilitate the transmission of pre-arrival information and data required for security controls which are not already in the TIR procedure.

7. The Committee may wish to take note that the International Road Transport Union (IRU), together with the World Customs Organization (WCO) has promoted the contribution of the TIR system in relation to securing the international supply chain.

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