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**ACTIVITIES OF ECE BODIES AND INTERNATIONAL ORGANIZATIONS OF INTEREST
TO THE WORKING PARTY**

IRU POSITION ON HAULAGE SECURITY IN THE EU AND BEYOND

(adopted by the IRU Goods Transport Council at its meeting held in Yokohama, Japan, 21 April 2004)

The haulage industry is fully conscious of the need to contribute to security in road transport. For clarity purposes, in this Position, the IRU limits its considerations to security against terrorism excluding more “classical” aspects of road safety, even if safety and security matters are often interrelated. The safety aspects are dealt with by the industry under other headings.

Enhanced security is in the road transport sector’s own interest. The role of States and their authorities in ensuring general security is however irreplaceable. It is their basic obligation.

The goodwill and active participation of the road transport sector are essential to the success of any measures designed to improve security.

It should also be borne in mind that zero risk does not exist and total security can never be guaranteed.

1. **Competition in a globalised economy demands efficient logistic systems** whereby operators constantly strive to improve quality, safety and security without compromising efficiency and sustainability.

2. **Facilitation of transport and trade cannot be ignored**, even when security considerations are high on the agenda. It is essential to strike a proper balance between security and facilitation of formalities and procedures, in particular at frontiers.
3. Security concerns do not represent a **reason for modal shift**: the road transport sector does not represent a higher risk than other modes of transport.
4. **Security co-operation between the public and private sectors can be extremely effective** and should therefore be reinforced. The road transport industry cannot take over state functions. But it can shoulder its own responsibilities such as for example in dangerous goods transport.
5. **Existing security/facilitation instruments** offering both security and facilitation benefits should be used to the maximum, such as the United Nations' TIR or the EU's Common/Community Transit systems.
6. **Fraud in customs transit systems** and people smuggling must be fought by customs authorities acting in a determined manner to identify the person(s) directly liable for the crime. Furthermore, legislation and self-regulation in customs transit management systems, protecting the rights of honest traders, introducing computerised systems to ensure rapid data exchange and tightening admission criteria to customs transit systems, should widely be implemented.
7. **"Self-security" measures** by the haulage industry should remain high on the agenda whereby the driver plays a crucial role, although all actors have their own responsibilities. In order to tackle these, the IRU will elaborate voluntary security guidelines for the haulage industry. Such efforts by the sector to improve security should be duly recognised.
8. **Duplication of effort by international bodies is harmful and must be avoided**. The road transport industry wishes to see an efficient harmonisation of all security related efforts on the international scene.
9. **Security policies must be information-based**. Rational and effective measures to enhance security can only be based on reliable information and understanding of international crime and terrorism as well as security-related risks and intelligence information.
10. **Security related financial burdens fall on the end users**. Legislators must keep in mind that financing security systems falls on the end users and beneficiaries of goods and services either as consumers or tax payers.
11. **Enhanced security should not reduce operators' freedom unnecessarily**. Transport infrastructure security must not lead to unwarranted restrictions on transport operators' easy access to roads, ports, terminals and other infrastructure facilities.
12. **"Authorised transport operators" should enjoy facilitation**. The road transport sector can support, in principle, the introduction of the concept of "regulated agents" and "known shippers" or "authorised transport operator" by the granting of real facilitation benefits to players so designated. Conditions of such a designation should be selected very carefully and implemented in a fair manner in order to avoid any discrimination between hauliers.

Haulage associations cannot be competent for the implementation of the “authorised transport operator” concept.

If introduced, a unique designation should be granted for the territory of the whole EU. States should consider as possible examples and starting point for the selection of distinct criteria for the “authorised transport operator” status the conditions of access to transit systems (e.g. TIR Convention, Annex 9, Part II) or those of access to the profession of hauliers.

13. **Electronic advance customs declarations should not be implemented hastily!**
Advance electronic customs declarations will require considerable changes to current practices and substantial investment. Adequate implementation time and suitable facilitation incentives should be provided while the possibility to use paper documents should be kept.
 14. **A 24-hour pre-arrival notification to customs authorities in case of border crossing traffic is excessive for road transport.** Just-in-time requirements simply do not allow such a long pre-notification period. A two-hour limit for electronic pre-arrival/departure declarations or four-hour limit for hard-copy alternative seems to be more realistic.
 15. **The industry supports the use by customs of “single window” or “one-stop shop” control** technology and “risk management” as well as the use of a unique cargo identification number. The definition and input of this number through a “single window” into the logistic and supply chain should happen only once.
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