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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Fifty-second session

Geneva, 13-15 October 2008

Item 6 (c) of the provisional agenda

**EUROPEAN AGREEMENT ON MAIN INLAND WATERWAYS OF
INTERNATIONAL IMPORTANCE (AGN)**

Protection of the E waterway network from intentional external influence

Note by the secretariat

I. INTRODUCTION

1. It is recalled that, at its fifty-first session, the Working Party had considered the draft annex IV to the AGN Agreement on Protection of the E waterway network from intentional external influence (ECE/TRANS/SC.3/2006/7/Add.1) and decided that it was premature to adopt the draft, given the ongoing relevant activities in other international organizations and bodies, such as the European Commission (EC) and International Maritime Organization. The Working Party requested that the secretariat circulate the draft to the EC, as well as the UNECE Multidisciplinary Group of Experts on Inland Transport Security, and re-submit it for consideration at the next SC.3/WP.3 session (ECE/TRANS/SC.3/178, para.12).

2. The Working Party may wish to note that no objections to the content of the draft annex had been received from the EC and UNECE Multidisciplinary Group of Experts on Inland Transport Security. The Working Party may also note that SC.3/WP.3 discussed this issue at its thirty-second and thirty-third sessions and concluded that the discussion on Annex IV should be

postponed to a later stage. SC.3/WP.3 proposed, as an alternative solution, to transform the draft text into a separate SC.3 Resolution (ECE/TRANS/SC.3/WP.3/66, para. 20). As requested by SC.3/WP.3, the secretariat is presenting below a draft resolution on protection of the E waterway network from intentional external influence. The Working Party may wish to decide on the preferred option with respect to this issue.

II. DRAFT SC.3 RESOLUTION ON PROTECTION OF THE E WATERWAY NETWORK FROM INTENTIONAL EXTERNAL INFLUENCE

3. The secretariat presents below a draft SC.3 resolution on protection of the E waterway network from intentional external influence.

PROTECTION OF THE E WATERWAY NETWORK FROM INTENTIONAL EXTERNAL INFLUENCE

RESOLUTION No.

adopted by the Working Party on Inland Water Transport on

The Working Party on Inland Water Transport,

Recalling the Plan of Action for the implementation of the decisions taken by the Pan-European Conference on Inland Water Transport (ITC Resolution No. 258, item 4),

Noting that the International Ship and Port Facility Security Code (ISPS Code) of International Maritime Organization establishes a general framework for the security of maritime shipping and stipulates that port facility as well as the port's fleet should have security plans containing detailed list of measures of administrative and technical nature to ensure a required level of security,

Believing that, while the full extension of ISPS provisions to inland waterways and ports is not necessary, the safety and efficiency of vessel traffic and the protection of the environment could be further improved through establishing a general framework for security of inland waterway network,

Bearing in mind the report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its thirty-third session (ECE/TRANS/SC.3/WP.3/66, para. 20),

1. *Adopts* the text of the enclosed annex on "Protection of the E waterway network from intentional external influence",

2. *Recommends* Governments to implement the measures, identified in the annex, in ensuring the protection of inland waterways used for international shipping and their infrastructure,

3. *Requests* Governments to inform the Executive Secretary of the Economic Commission for Europe whether they accept this resolution,

4. *Requests* the Executive Secretary of the Economic Commission for Europe to place the question of the application of this resolution periodically on the agenda of the Working Party on Inland Water Transport.

**PROTECTION OF THE NETWORK OF INLAND WATERWAYS OF
INTERNATIONAL IMPORTANCE FROM THE INTENTIONAL EXTERNAL
INFLUENCE**

1. Inland waterways used for international shipping and their infrastructure should be adequately protected from intentional external influence that might cause harm to navigation, health and human life as well as to the environment.
2. The Contracting Parties, governmental bodies, local authorities and basin administrations, shipping companies and ports should take effective measures with a view to revealing the threat of, and preventing, the intentional external influence that might cause such harm.
3. The implementation of such measures shall require the development, on request by the Government of a Contracting Party, of relevant security plans for inland waterway infrastructure and ports that should provide for the security of the above-mentioned objects and of the vessels situated on them.
4. These plans should contain as a minimum:
 - (a) measures designed to prevent unauthorized access to the area of the port through organizing physical protection, installation of barriers, fences and technical means of control;
 - (b) measures designed to prevent weapons or any other dangerous substances intended for use against persons, vessels or ports and the carriage of which is not authorized, from being introduced into the port or on board a vessel;
 - (c) measures designed to supervise and effectively control the shore-based and floating aids to navigation, their sources of energy and other supplies by using mobile means of control and other techniques;
 - (d) procedures for responding to security threats or breaches of security, including provisions for maintaining critical operations of the port or vessel/port interface;
 - (e) measures designed to ensure an effective liaison and coordination between the port authorities and responsible ship's officer and the consistency of security activities of port authorities and crews;
 - (f) procedures for evacuation in case of security threats or breaches of security;
 - (g) duties of port personnel assigned security responsibilities and of other port personnel on security aspects;

- (h) procedures for interfacing with vessel security activities;
- (i) procedures for the periodic review of the plan and updating;
- (j) procedures for reporting security incidents;
- (k) identification of the port security officer;
- (l) measures to ensure the security of the information contained in the plan.

5. Port security officers and appropriate port security personnel shall have knowledge and have received training, taking into account the provisions in paragraph 4 above.

6. The port security assessment is an essential and integral part of the process of developing and updating the port security plan. The Government of a Contracting Party within whose territory the port is located shall carry out this assessment. The Contracting Party may authorize a recognized security organization to carry out the security assessment of a specific port.

7. The port security assessment shall be reviewed and updated.

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