



**Organization for Security and Co-operation in Europe  
Secretariat**

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## **Conference Services**

Please find attached the power point presentation by Mr. Dimitrios Theologitis, Head of Security Policy and Maritime Security Unit, DG TREN, European Commission, delivered to Session III (*Addressing risks to transport security in the various transport modes: container security and the OSCE contribution; OSCE capacity building and training activities related to transport security in various transport modes; co-ordination among different actors active in the field of inland, maritime and aviation transport security*), of the 14<sup>th</sup> OSCE Economic Forum, Part 2, Prague, 22-24 May 2006.

## Addressing risks to transport security in the various transport modes



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14th OSCE Economic Forum  
Prague – 22-24 May 2006

### In the EU (25)

- Transport policy = Community competence (art. 71 and 80.2 of TEC)
- Customs policy = Community competence (art. 26, 95, 133 and 135 of TEC)
- **European Commission :**
  - **exclusive right of initiative to propose legislative measures of preventive nature**
  - **+ monitor their implementation**

### EU transport security legislation

- 1. Regulation EC n° 2320/2002 civil aviation security + derived legislations**  
Security control at airports  
Known Consigner
- 2. Regulation EC n° 648/2005 Community Customs Code**  
Integrated management of external border  
Authorised Economic Operator
- 3. Regulation EC n° 725/2004 maritime & port facility security**  
→ IMO/Solas – ISPS part A transposes into the EC law  
→ aspects ISPS Part B extended to inner EU traffic  
→ European inspection regime

### EU transport security legislation

- 4. Directive EC n° 65/2005 port security**  
→ Security measures extended to the whole port area  
→ Monitoring system
- 5. Proposal Regulation enhancing Supply Chain Security (COM 2006) 79**  
→ Mandatory scheme MS – Voluntary scheme business  
→ Minimum requirements – mutual recognition

### Maritime Security In the EU (25)

- 9000 flagged vessels (over 500 GT)
- 4200 maritime companies
- 1200 ports
- >4000 port facilities



#### **Regulation (EC) n° 725/2004 of 31 March 2004**

- Is based on SOLAS chapter XI/2 and the ISPS Code, in force since 19/05/2004.
- Its scope is also limited to ships, companies and port facilities.
- international maritime traffic covered since 01/07/2004
- «Class A» national maritime traffic since 01/07/2005
- Other national maritime traffic from 01/07/2007, depending on the result of a compulsory security risk analysis to be conducted by each Member State .
- Some provisions of ISPS part B are compulsory.
- Importance of Community inspection regime, essential to allow consistency.

#### **Directive (EC) n° 65/2005 of 26 October 2005**

- Applies to any port where facilities are submitted to ISPS.
- It complements maritime + ship/port interface security and expands to port area.
- Submitted to same obligations are foreseen under Reg 725/2004.


**Aviation Security**

Regulation (EC) n°2320/2002

- Is based on ICAO annex 17 adapted to binding EU legislation.
- Applies to airports in all 25 MS (except smallest).
- Sets common standards e.g. for restricted areas, access control, screening of passengers and baggage, cargo, staff training, standards for security equipment.
- Common standards complemented by detailed implementing measures.
- Strong emphasis on implementation and quality control of national security programmes and airports security implementation. Commission inspection regime → control of controllers


New upcoming Regulation

- Lack of flexibility of Reg 2320. Changes to common standards need decision of EP and EU Council.
- Framework Reg, setting basic standards, implementing measures adopted by Commission under simplified procedure.
- Will cover all civil aviation, not only commercial, and creates possibility of in-flight security measures



**EU Supply Chain Security policy**


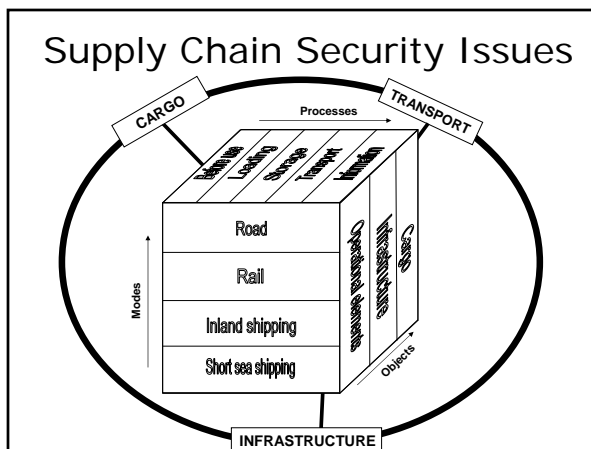
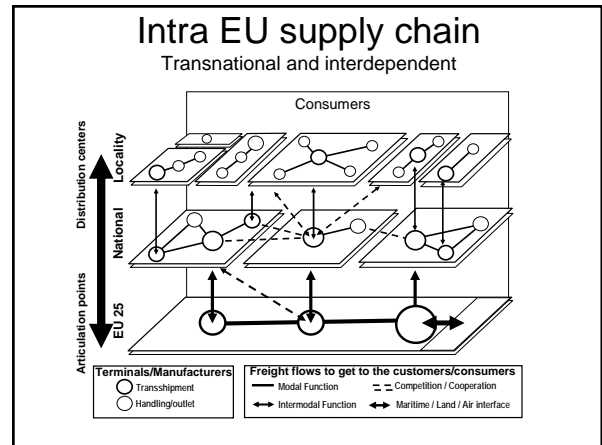
- Security is evolutionary process
- Responsibility of operators for security
- Minimum requirements for secure supply chains
- « Secure operators » status to be awarded in EU market
- Mutual recognition between national systems
- Verification through inspection
- Co-operation administrations (Single window)



**Facing changing threats**

- Keeping competitiveness
- But security is now a pre-requisite
- Need to change minds and process
- Not realistic to think now otherwise
- Turn security into a quality factor

Several 100.000s operators and millions of manufacturers Secured process "from the factory gate to the end consumer" to be observed by the operators. Certification by MS Consistency with Community Customs Code

**EU Supply Chain Security policy**

- Specific requirements

- To be awarded "secure operator" status as :
  - ✓ shipper,
  - ✓ transport company,
  - ✓ forwarding company,
  - ✓ warehouse, storage facility or inland terminal
- To conduct a risk assessment
- To be fulfilled by a recognised organisation for supply chain security

**Reminder:**



- EC legislation applies to all operators within EU territory, whatever their « flags »



Thank you for your attention

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